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RUSSELL ERRETT, Editor.

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The Daily and Weekly Commercial—Newspapers Discontinuing.—1. Any one who takes a paper regularly from the Postoffice, whether subscribed to his name or another's, is responsible for it until he orders it discontinued, he must pay all arrearages, or the publisher may continue to send it until payment is made and collect the whole amount, whether the paper is taken from the office or not.

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SECOND EDITION.

WASHINGTON.

Democratic Scramble for Office ---Fernando Wood Retires from the Speakership Contest.

Our Relations with Spain Not so Pleasant---Uneasy Feeling in Official Circles.

Union Pacific Railroad Case Decided ---Government to Refund the Retained Balance of Transportation Money.

Mr. Toby Declines the Commissionership of Indian Affairs---Commissioner Smith to be Confidential Secretary to Mr. Chandler.

Report of Inter-Oceanic Canal Commission---Postal Changes in Pennsylvania.

Sales of Government Gold Discontinued---Legal Tenders Retired, Etc., Etc.

Special Dispatch to the Commercial.

WASHINGTON, D. C., November 29, 1875.

The Democratic Scuffle for Office.

Fernando Wood to-day declared himself disgusted with the "scuffle," as he calls it, for the Speakership and announced his withdrawal. The spectacle has been presented within the past few days of a most indecent struggle for this high office. The prominent candidates may be seen button-holding their Democratic fellow-members, and even frequent the public barrooms in company with bummers and lobbyists. The Democratic aspirants for the lower places are no less eager. Cards bearing the name and position aspired to are being distributed widely and promiscuously. The scenes already enacted here are but a foreshadow of what may be expected.

☞ Mr. Wood to-night desired your correspondent to state that his action in withdrawing his name was solely on his own volition; that he had no connection with any one; that he had conversed with no one on the subject of the committees; that he had made no pledges and received none, and that so far as he was concerned his friends were at perfect liberty to vote as they pleased for Speaker.

To-day two new Democratic candidates for the Clerkship of the House appeared. Mr. Barksdale, Democratic editor of Mississippi, and Mr. Humphreys, of the same State. This makes fifteen candidates for this place, all of whom are in the city and each of whom thinks he will be elected. There is a disposition on the part of ten or twelve Liberals in the House to participate in the Democratic caucus. The incentive to this is that they would thereby be entitled to equal consideration in the appointments on committees and one or two would be likely to obtain chairmanships.

Our Spanish Relations.

It is learned, semi-officially, that the tone of the correspondence within the past few days between this Government and Spain has been pervaded by a somewhat less pacific tone. Spain has not responded to our propositions in the manly and proper manner we had a right to expect, and our Government has found itself compelled to respond in very plain terms. In consequence, a rather uneasy feeling pervades official circles, but there are still strong hopes that all differences may be amicably settled.

In view of the not improbable disturbance of the *entente cordiale* between the Governments at Washington and Madrid, the formation of the House Committee on Foreign Affairs becomes a matter of great importance. It is known that Cox and Banks are both ardent sympathizers with the Cubans, and their selection would be likely to be favorable to any aggressive measures. Mr. Swann, who is also mentioned in the same connection, entertains more conservative views and is now in accord with Secretary Fish on this question. Therefore this chairmanship is naturally viewed with much interest at the President's house and the State Department.

The Franking Privilege,

temporarily revived, will expire at sunset to-morrow. In view of this, tons of documents are being shipped.

Issues of Gold Discontinued.

It is understood that the reason influencing the Secretary of the Treasury in discontinuing the sale of gold, is the abundance of currency in the Treasury, sufficient to meet all the demands of the Government. The internal revenue receipts have been so large that it is anticipated at the Treasury that there will for some time to come be a sufficiency of currency. In accordance with the heretofore announced policy of the Secretary it is understood that while this state of affairs continues the sales of gold will not be resumed.

Speculating on the Union Pacific Decision.

It is stated that the knowledge of the decision of the Supreme Court to-day in the Pacific Railroad case reached New York four days ago, and that several large operators pocketed several millions. The Secretary of the Treasury will now have to hand over at once the half million of dollars transportation money he has been holding.

The Pacific Mail's Back Down.

There is considerable comment upon the action of the Pacific Mail Steamship Company in withdrawing the suits entered in this District to recover the money paid to lobbyists. There is talk of further investigation.

Postal Changes in Pennsylvania.

The following postal changes and appointments of postmasters have been made in the State of Pennsylvania for the week ending November 27, 1875:

Discontinued — Roscommon, Monroe county; papers to Saylorsburg.

Postmasters Appointed — Thomas B. Monks, Tidioute; Joseph N. Smith, Bountzville, Adams county, *vice* A. Harilson, Jr., resigned; R. G. Pitts, Edensburg, Lawrence county, *vice* G. McWilliams, resigned; James A. Eakin, Big Bend, Venango county, *vice* S. L. Crawford, resigned; George F. Allen, Lowville, Erie county, *vice* J. V. P. Sunley, declined; Ira J. Parker, Wolf Run, Lycoming county, *vice* Joseph Masters, removed.

Establishments—West Manchester, York county, route 2,433, George Eysler postmaster.

First Census of the United States.

Among the numerous interesting contributions of the Department of the Interior to the Centennial Exposition will be the complete returns of the first census of the United States, taken in 1790. These are now being put in order for that purpose. They will be neatly bound. The returns for the State of Pennsylvania, for instance, are unique specimens of binding, paper and penmanship. The sheets of all sizes, from that of a pass book up to the ordinary long cash book. One had a pasteboard back ornamented with a flaming specimen of old style wall paper. Each book embraced a county. The subjects of enumeration were "Free white males, sixteen years and upward, including heads of families;" "Free white males, under sixteen years, free white females, including heads of families" and "Slaves."

Col. Edward McPherson,

the retiring Clerk of the House of Representatives, has held that office in continuous succession twelve years, a longer term than it has ever been held by his predecessors. The nearest to him was Matthew St. Clair Clark, who held the office in unbroken succession for eleven years. After an intermission of a few years, Mr. Clark again held the office for two years and a half. Colonel McPherson says that as soon as his successor is elected he will return to his home at Gettysburg and there enjoy a winter with his family and friends, a pleasure he has not experienced for twelve winters. He says that he has a considerable amount of literary work on hand and he wishes to dispose of this.

Michael C. Kerr.

one of the prominent candidates for the Speakership of the Democratic House of Representatives, was born on a farm near Titusville, Pennsylvania. Mr. Kerr says that it was on his father's place that the first oil was struck. He says that his father sold out in 1852, for $6,500. Subsequently the discoverer of oil was made and, in 1856, the same place was sold for upward of a quarter of a million dollars. Mr. Kerr says that he early took Greeley's advice and went West.

Offices in the Gift of the House.

The following are the offices controlled by the House of Representatives: Speaker of the House, salary $8,000 per annum; Clerk, $5,000; Sergeant-at-Arms, $4,320; Doorkeeper, $2,600; two Journal Clerks, each $3,000; two Reading Clerks, each $3,000; one Tally Clerk, $3,000; five Assistant Clerks, $2,400 each; six Assistant Clerks, $2,160; Doorkeeper, $2,592; Chief Messenger, $2,100; three Assistant Messengers, $1,440; Messenger to the Sergeant-at-Arms, $1,440; twelve Messengers to the Doorkeeper, $120 a month during the session; five Official Reporters, at $5,000 each; two stenographers for the use of committees, $4,200; Postmaster of the House, $2,592; First Assistant, $2,000; seven Messengers, $1,500 each; seven Messengers, $1,200 each; Superintendent of House Document Room, $2,160; Assistant, $2,160; Assistant for the use of the Clerk, $1,800; Librarian of the House, $2,160, and his Assistant $2,160; Superintendent of the Folding Room $2,100; Private Secretary to the Speaker, $2,100; Clerk to the Speaker, $2,100; Clerk to the Sergeant-at-Arms, $2,592; Paying Teller, $1,800; File Clerk in the Document Room, $1,800; Telegraph Operator, $1,200; Chief Engineer of Heating and Ventilating Department, $1,800; three assistants, $1,440; six firemen, $1,100; twenty-four laborers, at $60 a month, seven retained throughout the year and the rest during the session: Chaplain of House, $900; Matron in charge of ladies' retiring room in the gallery.

Of the clerks allowed to standing committees, five are employed through the entire year, as follows: Ways and Means, $2,592; Appropriations, $2,592; Claims, $2,160; Military Affairs, $2,160; Public Lands, $2,160. The Ways and Means and Appropriations each have a messenger, at $1,320. The following committees are also allowed clerks, at $5 to $6 50 per diem each: Accounts, Agriculture, Banking and Currency, Commerce, District of Columbia, Education, Election, Foreign Affairs, Indian Affairs, Invalid Pensions, Judiciary, Military Affairs, Mines, Naval Affairs, Pacific Railroads, Patents, Postoffices and Post Roads, Printing, Private Land Claims, Public Buildings and Grounds, Railways and Canals, Revision of the Laws, and Territories. The aggregate expenditures per annum average about $250,000.

WASHINGTON, D. C., November 29, 1875.

A WEEKLY LIST OF UNITED STATES PATENTS

issued to the inventors of Pennsylvania and Ohio for the week ending November 23, 1875. Reported by telegraph expressly for the COMMERCIAL by A. H. Evans & Co., Patent Solicitors, May Building, Washington, D. C.:

PENNSYLVANIA.

H. W. Adams, Philadelphia—Brick kiln.
H. W. Adams, Philadelphia—Valve box for engines.
M. J. S. Falcon, Philadelphia—Wooden soled boots, etc.
T. B. Atterbury, Pittsburgh—Manufacture of glassware.
T. B. Atterbury, Pittsburgh—Manufacture of lamps.
A. Brauer, Philadelphia—Car axle box.
T. R. Evans, Philadelphia—Boots and shoes.
W. S. Finney, Harrisburg—Steam engine frame.
H. A. Kimball, Philadelphia—Truss.
F. Manuzinger, Philadelphia—Photometer.
R. B. Robinson, Pittsburgh—Crane.
J. Schroeffel, Allegheny—Grate.
A. Roelase, Philadelphia—Window shade roller.

D. S. Whitman, Reading—Beer pump.

Reissue.—H. Call, Millvale—Water ejector.

Trade Mark.—A. Koch, Pittsburgh—Bitters.

OHIO.

G. Ernig, Cincinnati—Screw cutting machine.

A. Bland, Cleveland—Billiard table.
E. S. Hunt, Cleveland—Fruit jar.
A. Z. Boda, Dayton—Woven wire mattress.
G. Ehrerg, Cincinnati—Fire lighter.
J. W. Hill, Dayton—Cross heads.
H. G. Brown, Massillon—Harvester.
J. O. Brown, Massillon—Harvester attachment.
G. Brown, Massillon—Harvesting machine.
T. S. Page, Toledo—Kitchen utensils.
E. H. Rees, Mansfield—Tenoning machine.

Fernando Wood declines.

Fernando Wood declines the further use of his name as a candidate for Speaker of the next House of Representatives. He says he is not a candidate and will not be a party to the contest now going on here for that office. Mr. Wood makes no statement of his choice among the remaining candidates.

LEGAL TENDERS RETIRED.

The Secretary of the Treasury to-day directed the retirement of $761,472 of the outstanding legal tenders, that amount being eighty per cent. of the national bank circulation issued during the month.

UNION PACIFIC CASE DECIDED.

The Supreme Court to-day sustained the position of the Union Pacific Railroad Company by affirming the decision of the Court of Claims, namely, that the company has a right to retain one-half its earnings on account of transportation for the Government. Judge Davis delivered an opinion, viewing the matter as a great national necessity, and the Government as fully secured for the payment of the principal and interest on the bonds.

A PLACE FOR COMMISSIONER SMITH.

Secretary Chandler has invited Commissioner Smith to remain in the Interior Department as his confidential clerk in immediate charge of business coming up to the Secretary from the Indian Bureau.

INTER-OCEANIC SHIP CANAL.

The Commission appointed to inquire into a route for the proposed ship canal to connect the Atlantic and Pacific oceans, reports that they are of the opinion, after a full investigation, that the Nicaragua is the best, and estimate their work from the Atlantic to Brito, on the Pacific, to Greytown, on the Atlantic, can be constructed at a total cost not exceeding $67,000,000. The Department of the Interior Commissioners claim that an enormous return would be made, especially in the shipment to Europe and American ports on the Atlantic of California products. It is regarded of the highest importance that the United States take some action at once to carry out the plans of a ship canal, in order to prevent France or England from usurping the honor and profit of the great enterprise.

MR. TOBEY DECLINES TO BE COMMISSIONER OF INDIAN AFFAIRS.

Mr. E. S. Tobey, of Boston, informed Secretary Chandler this afternoon that he was obliged to decline the position of Commissioner of Indian Affairs tendered him by the President.

SUPERINTENDENT HOAG NOT REMOVED.

The Commissioner of Indian Affairs authorizes Wm. Nicholson, General Agent of the Associated Committee of Friends on Indian Affairs, to say that Superintendent Hoag has not been removed, that his removal has never been contemplated and that his only connection with the Pottowatomie matters is that as an officer of the Government he is diligently prosecuting those who have defrauded the Indians. Friend Hoag desires to retire from his present position whenever the board shall think proper to designate his successor.

THE PACIFIC MAIL COMPANY WITHDRAWS ITS SUITS AGAINST ITS SUBSIDIZED AGENTS.

In February last the Pacific Mail Steamship Company entered suits against the following persons to recover certain sums of money alleged to have been paid them by R. R. Irwin to secure their aid in procuring the Pacific mail subsidy: Charles Abert, $7,000; J. G. Bennett, $10,000; E. H. Cornick, $5,000; R. B. Corwine, $3,500; H. G. Fant, $12,000; J. H. Hersey, $11,000; Donn Piatt, $5,000; W. B. Shaw, $15,000, and John Boyd, $4,500. The plaintiff's attorneys have discontinued the cases against Bennett, Shaw and Hersey, and it is understood that the same course will be taken as to the other cases.

COLUMBUS.

Death of State Treasurer Welsh.

COLUMBUS, O., November 29.—A private telegram from Belmont county announces the death of Isaac Welsh, Treasurer of the State, at his home, near St. Clairsville, O., this morning, of dropsy. Mr. Welsh was sixty-five years old, and has been favorably known in politics for years. He was a man of ability, a farmer by profession, and one universally respected by men of all political parties.

FIRE RECORD.

Malden Rubber Shoe Factory Destroyed—Loss $600,000—Eight Hundred Employees out of Work.

BOSTON, November 29.—The rubber shoe factory of Malden, and all adjoining buildings were burned this morning. All the immense brick buildings, with the exception of one wing, were destroyed. The loss is estimated at $600,000, and the insurance at $156,000. Eight hundred employees are thrown out of work. The fire is supposed to have started from the careless use of a gas jet by one of the female employees.

Tug Burned at Cleveland—Loss $15,000.

CLEVELAND, November 29.—The tug Samson, lying at the dock in the old river bed, was burned early this morning. Loss $15,000; insured. The cause of the fire is unknown, but it is thought to have been incendiary, as the tug has been laid up for some time.

Friar's Point, Miss.—$30,000.

MEMPHIS, November 29.—A special to the *Ledger* from Friar's Point, Miss., says a fire broke out there yesterday morning in the storehouse of S. Silverthorn, consuming the building and the Masonic Hall, the lower portion of which was occupied by E. C. Sharp, and the two-story building of Gen. Deloach. There was no insurance, except on the building and the stock of Brodie. The total loss will reach $30,000. The origin of the fire is unknown.

CASUALTIES.

Bark Foundered off Oregon Coast—Eight Lives Lost.

SAN FRANCISCO, November 29.—The bark Florence, from Point Discovery to San Francisco, with lumber, foundered off Umpqua river November 17. The crew, consisting of Captain Dayler, chief mate Anderson, second mate Carey, five seamen and a Chinese cook, took to a boat, Thursday morning, in attempting to land, the boat capsized and all drowned, except Daniel Deary, who was picked up and cared for by Indians. The vessel drifted ashore during the night.

Another Charlie Ross Found.

DES MOINES, Iowa, November 29.—Telegraph correspondence has been going on all day between parties in Des Moines and the father of Charlie Ross, in Philadelphia, in regard to a boy found in Indiana in the possession of a man here and supposed to be the little Charlie. He answers the description almost exactly.

State Auditor of West Virginia Impeached.

WHEELING, November 29.—Articles of impeachment against E. A. Bennett, State Auditor, were adopted by the House of Delegates to-day.

The amount of rain, or rain and melted snow for the past week averages about as follows in the various districts: St. Lawrence Valley, 0.50 inch; New England, 1.25; Middle Atlantic States, 1.75; South Atlantic States, 0.50; Eastern Gulf States, 0.35; Western Gulf States, 1.40; Lower Lake region, 0.75; Upper Lake region, 0.35; Ohio Valley and Tennessee, 2.50 Upper Mississippi Valley, 0.32; Missouri Valley, 0.07; Minnesota, 0.05.

Rising Sun Flour

Is the best in use.

THE TEXAS AND PACIFIC.

PRESIDENT SCOTT'S STATEMENT.

Text of the Letter Addressed to the Convention at St. Louis---The Advantages to Accrue to the Country at Large and to the Government from the Construction of the New Railway Through the States and Territories of the Southwest.

In the National Railroad Convention at St. Louis the following lengthy letter from Thomas A. Scott, setting forth the advantages to the country at large and to the Government from the construction of the Texas and Pacific Railroad, was read:

ST. LOUIS, November 29, 1875.

To the Hon. Stanley Mathews, President of the National Convention to consider the subject of the construction of a Pacific Railroad through the States and Territories of the Southwest:

MY DEAR SIR: It gives me pleasure, in accordance with the invitation extended, to present, as briefly as the subject will admit, a few facts in regard to the Texas and Pacific Railway, in connection with the construction of a through line between the States and Territories of the South and southwest and the Pacific ocean. It is only necessary, I think, to state briefly the national character of this enterprise and the urgent need for it to enlist the cordial and earnest interest of this convention and the country at large in its completion.

The present line to the Pacific, it is well known, follows generally the route of the forty-second parallel of north latitude as far as Great Salt Lake, and the entire country is now dependent upon that road for railway facilities to and from the Pacific coast. The mere presentation of this fact is sufficient in itself to show the necessity for the construction of another line. A territory over seven hundred miles wide, stretching along the entire south Atlantic coast and the Gulf of Mexico, and containing twelve millions of people, is without any direct communication with the waters of the Pacific—and its inhabitants are compelled to make a long and expensive detour to reach the eastern terminus of the present line. To meet this want three other companies have been organized, at different times, to construct through lines across the continent. The one in which St. Louis was specially interested, and which seemed at one time to have secured the aid necessary for its prompt construction, was the thirty-fifth parallel—the Atlantic and Pacific road; and we all remember the strong feeling manifested in favor of that enterprise by the people of San Francisco, and the determination evinced a few years since to make it a success.

The same difficulty existed then as now, viz.: the impossibility of negotiating securities, at any reasonable price, on unmortgaged roads to furnish the funds for constructing so long a road; and after much consideration, negotiating, and discussing it very thoroughly and carefully, the friends of that enterprise believed that the interest of the country, at that time, by an extension from its present terminus at Vinita, to connect with the Texas and Pacific road, at or near Fort Yuma, on the thirty-second parallel, and by its geographical position having the greatest commercial value in support of the Southern and Southwestern sections of our country. The kindly feeling which this plan received from all parts of the country and the South no doubt helped to bring about this determination, but at the same time it was seen that the provisions in the charter of the Texas and Pacific road, by which all connecting lines were placed upon an equal footing, would give St. Louis, through the Iron Mountain road to Texarkana and the Texas and Pacific road, a far greater advantages than she would have derived from the exclusive control of the thirty-fifth parallel being the case, and it being as much to the advantage of the Texas and Pacific road that it should have direct communication with so important a city as St. Louis, and thus reach the country north and east of it, as it would to receive the cordial assent of our company, and was presented in this shape before the last Congress, and has been fully discussed through the press, and I believe there is but one feeling on the subject, and that is a cordial endorsement by every proposed, and a universal recognition of the advantages to be obtained by the speedy construction of over 1,500 miles of railway, restoring to the Government over 30,000,000 of acres of land now granted for railway purposes, and concentrating upon one line the business which would otherwise be divided between two.

The Texas and Pacific now reaches from Shreveport and Texas, via Dallas, to Fort Worth, and is intended to extend, via El Paso, through New Mexico and Arizona to San Diego on the Pacific ocean, and these lines are now building from San Francisco to the southern part of the State, it will also have direct railway connection to and from San Francisco, Atlantic and Pacific, by running southwest from Vinita, will exhibit this line east of the 100th meridian, and from that point west there will be but one trunk line to the Pacific. In this manner the entire distance, as hereinbefore referred to, the whole belt of country between St. Louis on the north and New Orleans and Galveston on the south, and the whole southern port on the Atlantic coast, will be provided with the best line to the Pacific, open at all times of the year, and crossing the mountains at an elevation not exceeding 4,500 feet above the sea level, on the Northern line. This road will be unobstructed by snow, has an extremely favorable alignment, and presents to the Southern people the same advantages which are now enjoyed more especially by the lines north of the Ohio river. As the country to be thus served by its construction embraces more than one-half of the entire territory of the United States, it demonstrates clearly the national character of the Southern Pacific Railroad.

1. Upon the advantages to the Government itself in the direct management and large economies of its Indian service, the Interior Territorial Departments,

2. Upon its importance to the people of the country of a competing line between the two oceans;

3. Upon its beneficial effect especially upon all the lines of railway in the South;

4. Upon the advantages accruing to the leading industries of the country, by the new demand for labor and material of all kinds, consequent upon the construction of the line; and

5. Upon the increased revenue of the Government from its sales of public lands in the market by the road, and the great additional values that will be created as a basis for taxation for the Government.

1. The records of the Government show clearly the enormous expenditure now required to protect the settlers in the regions through which this road will run. There are at this time over twelve regiments of infantry and cavalry stationed in Texas, New Mexico and Arizona, whose utmost efforts cannot make large portions of the country safe even for persons and property. A reasonable estimate of the cost of maintaining these troops for one year is one million on one million and a half of dollars; so that the Government now expends annually, or will be required to expend, millions of dollars in trying to do the work which the construction of a single line of railway has effectually done along the long lines of our Pacific roads, that territory being now protected by its own improvements. The facilities for transportation are so onerous in the Southern territory and the cost of subsisting troops so exceptionally large, that the number can be reduced, except by the Government securing the advantages of the proposed railway. Experience has shown conclusively that when Indian parties, on their return from forays upon the settlements, can be intercepted through the medium of telegraphic communication and steam travel, their raids soon come to an end; and in the country now occupied by the Kansas, the Union and the Central Pacific roads—that was formerly devastated by Indian hostilities—there is absolute safety for both persons and property. With the Southern line completed the Government would require the services of not exceeding one-fifth the number of troops now employed, and thus save from ten to twelve millions of dollars per year, and in addition secure a much better service that would render the line more valuable to itself and be the means of providing for the development of new sources of great wealth and value to the nation. The official records of the War and Navy Departments show, as appears by the reports of Indian hostilities, the expense that passed the bill under which the present Pacific road was built, that the cost of transportation at that time was $7,357,781 per annum —an expense now reduced, through the removal of the obstructions necessitated it, to about half a million dollars yearly.

2. The feeling of the country has been strongly enlisted in favor of some practical line connected with cheap transportation, and, incidentally, with the development of large tracts of country now entirely unsettled, by reason of the difficulty of conveying the products of the soil to market. In the valley of the Mississippi water channels furnish one of the solutions of this question; but west of the Mississippi, where the only rivers are absent that furnish such important commercial highways, there is no line but to build railways to develop the country, open it to settlement, and carry its mineral and agricultural products to market. In addition to the local business, the great transcontinental travel between the East and our own country and Europe, which is simply in its infancy, is pressing upon the attention of our country, and the time for the uniting between the two oceans will undoubtedly soon fail to provide the necessary facilities for its accommodation. Not only this, but the fact as this traffic is confined to a single line the competition which develops travel and reduces rates of the country in entirely wanting. The many branches of business which would increase rapidly, if furnished with these and all the advantages given to commerce east of the Mississippi river, are languishing for want of the in a very depressed condition, owing to the burdens levied upon them. The Union, the Central, and the Kansas Pacific roads, while it is well known, already developed an enormous mineral wealth throughout Colorado, the Salt Lake valley, and other local and adjacent regions on their routes, which has not only enriched those fortunate enough to be interested in the exchanges of our whole country. Reliable records show that the mineral regions of New Mexico and Arizona, to say nothing of Mexico, are certainly as rich, if not richer, than the country lying on the now constructed line.

This territory is largely closed to development by reason of its isolation, and cannot be successfully opened except with such advantages for transportation as will enable the materials needed in its mining and reduction of the precious metals to be carried at reasonable cost, and with such protection for life and property as only can be secured by the building of the road. Certainly the State of California will not object to the rich harvest which she must reap from the development of this territory, as her geographical position will enable her to control a liberal amount of traffic thereby created.

It is believed that, without in any manner interfering with the legitimate business of the present line between Omaha and San Francisco, such a share of the traffic now passing through traffic will be enjoyed by the contemplated Southern road, and such a large local business be developed as will in an equal period of times, as fast as completed, become equally profitable, and furnish traffic equal in quantity to that now transacted upon the Northern lines. With proper development all branches of business must rapidly increase, so that, although the Pacific roads may here-after have to compete, they will be carrying a larger traffic at a smaller profit, and proper returns, and at the same time greatly reduce the expense to the producer and the consumer. In this connection it must be remembered that under the proposed bill the Government reserves the direct supervision of freight and passenger rates upon the Southern line, and no contemplates the prevention of reasonable or unjust charges be levied upon traffic through a combination with competing lines, or otherwise, on a common basis, in any manner created.

3. In commenting upon the direct advantages to the Government and the people of the whole country, it is also well to bear in mind the beneficial effects which this road cannot fail to have directly upon the entire Southern system of railways, and indirectly upon all the railway property of the country. Many of the Southern roads, it is well known, have been in a languishing condition since the war; they have had no special advantages to stimulate the revival of their traffic, and, from the general prostration of the industries of their people, have been in trouble and embarrassment. There is no doubt that, with the opening of a direct line through to the Pacific ocean, a large and entirely new traffic must pass over these lines, and in that way promptly aid in restoring their former prosperity. Not only this, but the section of country which a Southern Pacific road will develop, will be one suitable in climate and production to the citizens of our Southern States, as well as of other countries, and consequently will invite emigration to a large extent, and in this manner bring in a new element to develop further wealth and increase the capital of the country.

Simple justice would seem to require that the Government should extend, if it properly can, the same aid toward furnishing facilities to the South which have been extended so lavishly to the North. There is certainly nothing unreasonable in this view of the case, when we remember that only seventeen millions have been expended since the organization of the Government, in aid of Southern improvements, while during the same period of time over 150 millions have been granted to the Northern States and Territories.

4. But the North, at this time, has an especial interest in the construction of this line. In the North are situated most of the rolling mills, the car shops, and other manufactories which must furnish a great part the material to be used upon this road. There is now, and has been for two years past, great distress prevailing through all our mining and manufacturing regions, consequent upon the greatly diminished demand for their productions. It is believed that it is not beyond the province of this Government in some measure to relieve this distress, if it can do so by promoting, in some proper manner an enterprise which is national in its character, to aid and set through line between the States and Territories of the South and southwest and the Pacific ocean. It is only necessary, I think, to state briefly the national character of this enterprise and the urgent need for it to enlist the cordial and earnest interest of this convention and the country at large in its completion.

The present line to the Pacific, it is well known, follows generally the route of the forty-second parallel of north latitude as far as Great Salt Lake, and the entire country is now dependent upon that road for railway facilities to and from the Pacific coast. The mere presentation of this fact is sufficient in itself to show the necessity for the construction of another line. A territory over seven hundred miles wide, stretching along the entire south Atlantic coast and the Gulf of Mexico, and containing twelve millions of people, is without any direct communication with the waters of the Pacific—and its inhabitants are compelled to make a long and expensive detour to reach the eastern terminus of the present line. To meet this want three other companies have been organized, at different times, to construct through lines across the continent. The one in which St. Louis was specially interested, and which seemed at one time to have secured the aid necessary for its prompt construction, was the thirty-fifth parallel—the Atlantic and Pacific road; and we all remember the strong feeling manifested in favor of that enterprise by the people of San Francisco, and the determination evinced a few years since to make it a success.

The same difficulty existed then as now, viz.: the impossibility of negotiating securities, at any reasonable price, on unmortgaged roads to furnish the funds for constructing so long a road; and after much consideration, negotiating, and discussing it very thoroughly and carefully, the friends of that enterprise believed that the interest of the country, at that time, by an extension from its present terminus at Vinita, to connect with the Texas and Pacific road, at or near Fort Yuma, on the thirty-second parallel, and by its geographical position having the greatest commercial value in support of the Southern and Southwestern sections of our country. The kindly feeling which this plan received from all parts of the country and the South no doubt helped to bring about this determination, but at the same time it was seen that the provisions in the charter of the Texas and Pacific road, by which all connecting lines were placed upon an equal footing, would give St. Louis, through the Iron Mountain road to Texarkana and the Texas and Pacific road, a far greater advantages than she would have derived from the exclusive control of the thirty-fifth parallel being the case, and it being as much to the advantage of the Texas and Pacific road that it should have direct communication with so important a city as St. Louis, and thus reach the country north and east of it, as it would to receive the cordial assent of our company, and was presented in this shape before the last Congress, and has been fully discussed through the press, and I believe there is but one feeling on the subject, and that is a cordial endorsement by every proposed, and a universal recognition of the advantages to be obtained by the speedy construction of over 1,500 miles of railway, restoring to the Government over 30,000,000 of acres of land now granted for railway purposes, and concentrating upon one line the business which would otherwise be divided between two.

The Texas and Pacific now reaches from Shreveport and Texas, via Dallas, to Fort Worth, and is intended to extend, via El Paso, through New Mexico and Arizona to San Diego on the Pacific ocean, and these lines are now building from San Francisco to the southern part of the State, it will also have direct railway connection to and from San Francisco, Atlantic and Pacific, by running southwest from Vinita, will exhibit this line east of the 100th meridian, and from that point west there will be but one trunk line to the Pacific. In this manner the entire distance, as hereinbefore referred to, the whole belt of country between St. Louis on the north and New Orleans and Galveston on the south, and the whole southern port on the Atlantic coast, will be provided with the best line to the Pacific, open at all times of the year, and crossing the mountains at an elevation not exceeding 4,500 feet above the sea level, on the Northern line. This road will be unobstructed by snow, has an extremely favorable alignment, and presents to the Southern people the same advantages which are now enjoyed more especially by the lines north of the Ohio river. As the country to be thus served by its construction embraces more than one-half of the entire territory of the United States, it demonstrates clearly the national character of the Southern Pacific Railroad.

1. Upon the advantages to the Government itself in the direct management and large economies of its Indian service, the Interior Territorial Departments,

2. Upon its importance to the people of the country of a competing line between the two oceans;

3. Upon its beneficial effect especially upon all the lines of railway in the South;

4. Upon the advantages accruing to the leading industries of the country, by the new demand for labor and material of all kinds, consequent upon the construction of the line; and

5. Upon the increased revenue of the Government from its sales of public lands in the market by the road, and the great additional values that will be created as a basis for taxation for the Government.

1. The records of the Government show clearly the enormous expenditure now required to protect the settlers in the regions through which this road will run. There are at this time over twelve regiments of infantry and cavalry stationed in Texas, New Mexico and Arizona, whose utmost efforts cannot make large portions of the country safe even for persons and property. A reasonable estimate of the cost of maintaining these troops for one year is one million on one million and a half of dollars; so that the Government now expends annually, or will be required to expend, millions of dollars in trying to do the work which the construction of a single line of railway has effectually done along the long lines of our Pacific roads, that territory being now protected by its own improvements. The facilities for transportation are so onerous in the Southern territory and the cost of subsisting troops so exceptionally large, that the number can be reduced, except by the Government securing the advantages of the proposed railway. Experience has shown conclusively that when Indian parties, on their return from forays upon the settlements, can be intercepted through the medium of telegraphic communication and steam travel, their raids soon come to an end; and in the country now occupied by the Kansas, the Union and the Central Pacific roads—that was formerly devastated by Indian hostilities—there is absolute safety for both persons and property. With the Southern line completed the Government would require the services of not exceeding one-fifth the number of troops now employed, and thus save from ten to twelve millions of dollars per year, and in addition secure a much better service that would render the line more valuable to itself and be the means of providing for the development of new sources of great wealth and value to the nation. The official records of the War and Navy Departments show, as appears by the reports of Indian hostilities, the expense that passed the bill under which the present Pacific road was built, that the cost of transportation at that time was $7,357,781 per annum —an expense now reduced, through the removal of the obstructions necessitated it, to about half a million dollars yearly.

2. The feeling of the country has been strongly enlisted in favor of some practical line connected with cheap transportation, and, incidentally, with the development of large tracts of country now entirely unsettled, by reason of the difficulty of conveying the products of the soil to market. In the valley of the Mississippi water channels furnish one of the solutions of this question; but west of the Mississippi, where the only rivers are absent that furnish such important commercial highways, there is no line but to build railways to develop the country, open it to settlement, and carry its mineral and agricultural products to market. In addition to the local business, the great transcontinental travel between the East and our own country and Europe, which is simply in its infancy, is pressing upon the attention of our country, and the time for the uniting between the two oceans will undoubtedly soon fail to provide the necessary facilities for its accommodation. Not only this, but the fact as this traffic is confined to a single line the competition which develops travel and reduces rates of the country in entirely wanting. The many branches of business which would increase rapidly, if furnished with these and all the advantages given to commerce east of the Mississippi river, are languishing for want of the in a very depressed condition, owing to the burdens levied upon them. The Union, the Central, and the Kansas Pacific roads, while it is well known, already developed an enormous mineral wealth throughout Colorado, the Salt Lake valley, and other local and adjacent regions on their routes, which has not only enriched those fortunate enough to be interested in the exchanges of our whole country. Reliable records show that the mineral regions of New Mexico and Arizona, to say nothing of Mexico, are certainly as rich, if not richer, than the country lying on the now constructed line.

This territory is largely closed to development by reason of its isolation, and cannot be successfully opened except with such advantages for transportation as will enable the materials needed in its mining and reduction of the precious metals to be carried at reasonable cost, and with such protection for life and property as only can be secured by the building of the road. Certainly the State of California will not object to the rich harvest which she must reap from the development of this territory, as her geographical position will enable her to control a liberal amount of traffic thereby created.

It is believed that, without in any manner interfering with the legitimate business of the present line between Omaha and San Francisco, such a share of the traffic now passing through traffic will be enjoyed by the contemplated Southern road, and such a large local business be developed as will in an equal period of times, as fast as completed, become equally profitable, and furnish traffic equal in quantity to that now transacted upon the Northern lines. With proper development all branches of business must rapidly increase, so that, although the Pacific roads may hereafter have to compete, they will be carrying a larger traffic at a smaller profit, and proper returns, and at the same time greatly reduce the expense to the producer and the consumer. In this connection it must be remembered that under the proposed bill the Government reserves the direct supervision of freight and passenger rates upon the Southern line, and no contemplates the prevention of reasonable or unjust charges be levied upon traffic through a combination with competing lines, or otherwise, on a common basis, in any manner created.

3. In commenting upon the direct advantages to the Government and the people of the whole country, it is also well to bear in mind the beneficial effects which this road cannot fail to have directly upon the entire Southern system of railways, and indirectly upon all the railway property of the country. Many of the Southern roads, it is well known, have been in a languishing condition since the war; they have had no special advantages to stimulate the revival of their traffic, and, from the general prostration of the industries of their people, have been in trouble and embarrassment. There is no doubt that, with the opening of a direct line through to the Pacific ocean, a large and entirely new traffic must pass over these lines, and in that way promptly aid in restoring their former prosperity. Not only this, but the section of country which a Southern Pacific road will develop, will be one suitable in climate and production to the citizens of our Southern States, as well as of other countries, and consequently will invite emigration to a large extent, and in this manner bring in a new element to develop further wealth and increase the capital of the country.

Simple justice would seem to require that the Government should extend, if it properly can, the same aid toward furnishing facilities to the South which have been extended so lavishly to the North. There is certainly nothing unreasonable in this view of the case, when we remember that

The Commercial.

TUESDAY, NOVEMBER 30, 1875.

THERE are consolations as well as afflictions in this world. BESSIE TURNER'S book is a failure.

THE Colorado Constitutional Convention which meets December 20, will consist of twenty-four Republicans and fifteen Democrats.

CHIEF JUSTICE WAITE has written a second letter declining to be considered a candidate for the Presidency. The third time is the charm. Let him write another, and then we will be out of doubt on that point.

ACCORDING to its regular custom, and with the regulation stupidity, the *Post* yesterday indulged in a little harmless acrimony toward the COMMERCIAL. It is a pity that our contemporary is not broader-shouldered of brain.

MICHIGAN has been a Republican State since 1856, and it is a remarkably prosperous and cheaply governed State. The State debt is only $1,445,150, and the total revenue levied annually for State purposes reaches only $2,208,929. The most of this is collected from corporations.

THE Bellefonte *Industrial Advocate*, published by W. W. BROWN and D. S. DUNHAM, and purporting to be the organ of the order of "Sons of '76," has suspended. Everybody knew that the concern was established and maintained during the campaign purposely to aid the Democratic party, and when the supplies from that source failed, the paper went down.

ONE of the New York creditors of DUNCAN, SHERMAN & Co. has obtained a judgment, and proposes to place WILLIAM BUTLER DUNCAN on the stand and compel him to unfold his luxurious and fraudulent method of life. This will afford some interesting revelations. The cautious correspondent of the Rochester *Democrat* says that when WATTS SHERMAN died he left $3,000,000. Within ten years the firm has lost this princely inheritance and almost as much more for their depositors.

BY THE failure of the publishing house of FORD & Company, of New York, Mrs. HARRIET BEECHER STOWE loses $5,000. It will be remembered that this firm had invested some $40,000, a large part of its capital, in BEECHER'S "Life of Christ." Great expectations were placed upon the book, and the first volume had an extensive sale, but the scandal utterly destroyed the sale of the second volume, and a crushing loss was the result. The firm went down a victim to BEECHER'S error, and his sister is called to suffer a heavy damage on his account.

A JOURNALIST of London says that the managing editors of newspapers generally underrate the interest which their readers take in religious matters; but if he had looked at the matter more closely he would have found that the interest referred to is not in religious questions nor in religion itself, but in religious controversies, which are proverbially bitter, and excite interest by their sharpness and bitterness. Managing editors may well be excused for disliking such controversies, without regard to the public interest they provoke.

THE *Methodist*, which speaks for a very large class of thoughtful men in this country, serves timely notice upon the Democrats in Congress that mere attempts to expose wrong-doing on the part of Republicans in office will not commend the Democracy to public favor. Perfection in the administration of our national affairs is not looked for from either party; and the party which is able and willing to detect and punish its own wrong-doers is much more likely to challenge public favor than the party which has no capital beyond that of the misfortunes or errors of its opponents.

NEW HAMPSHIRE opens the Presidential campaign next year, and the election that is to occur in March will not only decide what party is to rule the State, but will also declare what will be her position the following November. "Carry New Hampshire, or it is all over with us," a Democratic leader, according to the New York *Times*, a few days ago wrote to a fellow Democrat of the Granite State. This should be sufficient to arouse the Republicans of that State to the paramount importance of going into the struggle in dead earnest. The chances of victory are decidedly in their favor, and if they fail it will be simply for lack of proper energy.

THE Germantown (Philadelphia) *Telegraph* avers that a project is being considered by the Pennsylvania Railroad Company to build a grand depot in the heart of the city, perhaps at Sixteenth and Market streets, where the company own a square of ground, to which more probably can be added. It appears to have been under consideration for some time; also another, to construct their own bridge over the Schuylkill. The destruction of the Market street bridge has brought the matter prominently forward. To reach this depot the idea is probably by a tunnel, as in London, where the principal stations are in the heart of the city, and in reaching which no tunnel or no other interests are interfered with or obstructed.

NOTWITHSTANDING the introduction of steam on the New York canals, and the encouraging success with which it met, the season now drawing to a close has not been a profitable one, either to the State or to the shipping lines. In spite of the great decrease in the time of passage from Buffalo to tide water, there has been a gradual decrease in collections. In a recent report it appeared that the decrease from last to this year was something like $700,000, and the failure for every reason to pay dues should have increased. The New York *Commercial Advertiser* declares that this falling off is not the result of natural causes, and charges that there have been causes at work operating against the canals in the past year that, under the guise of "reform," threaten to ruin them. Governor TILDEN should rise and explain.

MANY newspaper writers, in drawing a moral from the life of WILLIAM B. ASTOR, commend his industrious example as one which all young men should imitate and follow; but there are some wise heads which are not charmed by that illustration. The *North American*, for instance, says:

> The industry of the late William B Astor in diligently attending every day to his private business from an early hour in the morning until four or five o'clock in the afternoon is held up as a shining example to "Young Men." But what for? Is there not something better for a human being to do in this world than to labor so many hours every day to increase an accumulation of wealth already too great to be of any use to its owner? Mr. Astor was a highly educated man, and had projected great schemes of learned research, but relinquished them to become his own business manager, and at his death left a fortune of one hundred millions, mostly real estate. Now we really do not think that any considerable number of sensible men will see any valuable lesson in such an example. There could be no greater calamity to such a country as ours than to cultivate a race of such monopolists as Astor.

THE length of the street railroad system in Philadelphia, including the roads in course of construction, is about three hundred miles. A new line, confined exclusively to West Philadelphia, is nine miles long. The Germantown *Telegraph* says:

> All the old lines are obliged to extend their tracks as the suburbs increase in buildings and population, and with the whole county laid out on the map officially in streets liable to be opened and built on at any time, and buildings going up at the rate of five or six thousand houses a year, there is at present no appreciable limit to the system of horse railways. For many years the whole travel of the vast city of London was accommodated by omnibusses, at a time when that great metropolis had four hundred thousand houses. Hence it is quite possible that horse railways can supply all the wants of local travel in Philadelphia for many years to come, and for the system to acquire a greater development than anyone has yet dreamed of.

At present we have about nine hundred miles of streetway. Ultimately we shall have three or four thousand miles, and of this aggregate at least one-third will be available for street railways, say about a thousand miles.

THE annual report of the Chief Signal Officer of the United States shows that the question of the useful pre-announcement of approaching meteoric changes may be considered as determined by now five years of successful service. While each year of labor the paths for improvement open more plainly. What was conjecture becomes certainty. The co-operation of scientists is assured, both at home and abroad. A record of daily observations, covering the territorial extent of Algiers, Austria, Belgium, Great Britain, Denmark, Dutch Guiana, France, Germany, Italy, Japan, the Netherlands, Sweden, Norway, Portugal, Russia, Spain, Switzerland, Turkey and British North America, is exchanged semi-monthly. The collated results of these reports are of great importance, combining, as they do, for the first time on record, the labors of the nations in a work of this kind for their mutual benefit. There is needed only the assistance to be had from the naval forces of the different powers, which it is expected will shortly be obtained, to extend the plan of report upon the seas, to bring within the scope of study, observations practically extending around the whole Northern hemisphere.

DRIVING OUT THE "INDISPENSABLES."

Secretary CHANDLER has done what the Secretaries of Mr. LINCOLN should have done in 1861, and failed to do both then and since—he has turned out the old retainers of his Department, who have been kept in place by the various Secretaries who have preceded him on the plea that they were indispensable to the prosecution of the public business.

These "indispensable" fellows, whenever a new Secretary comes in, invariably find leading men to go to the new officer and represent that it would be impossible to carry on such-and-such a bureau without the aid of SMITH or JONES, who has been in the Department for twenty years, you know, and has all the routine of business at his fingers' ends. The Secretary, anxious to have the affairs of his office move on smoothly, hesitates to remove one who is so useful, and the "indispensable" clerk is thus handed down from one Secretary to another, secure in his place because his experience has rendered him so thoroughly serviceable.

Now, it is through the agency of these old and "indispensable" clerks that "rings" are formed in the various bureaus, and combinations made up which enable corrupt men outside of the departments to prey upon the Government and defraud it in contracts and in whatever it undertakes. They know all that is going on, and they have been there long enough to acquire a complete knowledge of how to speculate upon the Government. It is through the agency of such men that fraudulent contracts are obtained, and fraudulent claims passed; and they are much more "indispensable" to the outside thieves than they are to the Secretaries of the departments. Their anxiety to hold on to their places is not on account of the miserable pittance of the salaries they receive, but grows out of the opportunities for speculation which their places and their knowledge give them.

Mr. CHANDLER has found all this out, and he has bundled the indispensables out, neck and crop, regardless of lamentations there and elsewhere. He has been assured, ten times over, that the Department cannot get along without them; but he is so certain that it cannot get along honestly *with* them, that he is fain to try the experiment of carrying on the Government with men who know enough, and yet are not guilty of knowing too much.

We are glad this tall, and stern, and irreverent Michigander has laid a heavy hand on the fellows who have been defiling themselves with the idea that they are essential to the continued existence of the Government. Like CROMWELL with CHARLES I, he has discovered that they have a joint in their official necks which permits the passage of the decapitating ax, and the discovery is an exceedingly valuable one. It will demonstrate that there has *not* been a collapse in the supply of competent as well as honest men, and that an infusion of fresh and pure blood into the veins of the Interior Department is good for its health, and essential to its vitality.

And this discovery of CHANDLER'S may very well be extended to the other departments. There will be less fear of straws in the wind at the Postoffice Department when the "indispensables" are crowded out of its chief places; and there will be much less danger of the successful prosecution of such frauds as the WITOWSKI and SUGG FORT claims through the Third Auditor's and Second Controller's Bureaus of the Treasury Department, when the old rats who have burrowed there and made themselves snug are routed out and made to give place to men who are not so familiar with the ways that are dark and tricks that are *not* in vain. Let the Secretary of the Treasury and the Postmaster General try it once. An application of the CHANDLER broom to their departments will wonderfully brighten them and improve their atmosphere.

COMMENTING on the acquittal, last Saturday, of SCANNELL, of New York, for the murder of DONAHUE, upon the ground of the insanity of the prisoner at the time the shooting took place, notwithstanding it was in evidence that the slayer had dogged his victim for two years with the fixed determination to take his life, the *Times* of that city says:

> It is certainly a very grave reflection upon the jury system, or the way in which it is at present administered, to find twelve men reach, after a brief period of deliberation, the conclusion that Scannell was not accountable for his actions at the time of Donahue's murder."

There is evidently a growing disbelief in the efficacy of the present jury system, in many portions of the country, and perhaps it might be well to have the Government, in its endless search for statistics, include in its quest particular reports as to the jury—ascertain in each county of each State the annual number of trials, the number of verdicts rendered, and the number of disagreements; also the number of cases in which a disagreement was followed by a second or third trial. These reports could be compared, so far as possible, with times past, and be held for exact comparison with times to come; the resulting information might, if it did not suggest a remedy, make it necessary to find one. If this method is not feasible there still remains the plan of building a great national institution for the rearing and training of jurors!

THE simultaneous advance of Russia in Central Asia and her recent manifesto regarding Eastern affairs, unquestionably had much to do with England's late purchase of a controlling interest in the Suez Canal. The latter country has been almost without a policy in both directions, and the attitude of Russia has caused not a little alarm. DISRAELI probably saw that it was time for something to be done. In connection with this question the remarkable confidential epistle of the Grand Duke NICHOLAS to the wily American adventuress whose recent publication of her *liason* with that personage is at present the theme of the Paris *salons*, may possibly help to furnish a clue to the reasons which prompted the British Government in this matter. The note was dated "Fort No. I, Kashinsk, March 8, 1875," and ran thus: "Here I am, as an officer on the line of the Russian army of Central Asia—of that same army which one day will have to traverse Afghanistan in order to occupy British India (*de la meme armee qui, un beau jour, devra traverser l'Afghanistan, pour occuper les Indes Anglaises*)." The London correspondent of the New York *Post* learns that the manuscript of these grand-ducal letters has been offered to various publishers in that city. It might be of interest for the English Government to assure itself of the authenticity of this little *billet doux*.

THE Richmond *Whig* throws out the oracular reminder that "the time is approaching and near at hand when the Democracy of the North can show whether it is the best and truest friend of the Southern people." And the Augusta (Ga.) *Constitutionalist* warns the Democrats in Congress that unless they plan measures acceptable to the South they need not count on the 128 Southern electoral votes for a Democratic President in 1876. Putting these two utterances together their meaning is quite significant, particularly when considered in connection with the fact that the "Southern Democrats" of the House propose to hold a caucus to-day to adopt a programme for the organization of their branch of Congress. It begins to look as though there would be some pretty dictatorial roughriding by the Southern members of the party, and some pretty exhibitions of yielding dough-facedness by their Northern fellows.

IF WORDS were deeds the Democratic leaders would long ago have lifted the country into the seventh heaven of prosperity. Now, however, that they have an opportunity to redeem some of their numberless promises, they shrink from the responsibility. The New York *Tribune* admits that the majority in the House about to assemble "fancy that they can best strengthen themselves by avoiding all subjects of domestic difference, letting the currency alone and devoting their time to partisan investigations and exposures of Republican extravagance and corruption," and its Washington correspondent says that the Democracy at the capital realize that their party is almost hopelessly at variance upon every issue of great importance. For the past ten years they have urged the people to entrust them with the helm, and now that they are called upon to do the steering themselves, are without either compass or chart.

ACCORDING to the last report of the United States Commissioner of Education, Massachusetts added to the number of volumes in her libraries nearly one-third of the whole number added in the United States during the last year, and nearly five-eighths of the whole number of pamphlets. This shows a creditable zeal in the cause of good literature generally, and a conspicuous degree of care and forethought in gathering and preserving those transient and seemingly insignificant materials which in the course of time become the safest and most indispensable materials for history. Massachusetts is justly renowned and distinguished abroad, because in the past she has fairly improved her opportunities, redeemed her promises and expectations of success, and looks upon the future with open, comprehensive eyes.

THE Brooklyn *Argus* says the lesson of the life of the late WILLIAM B. ASTOR was "that of industry." So it was; beyond that, nothing. It was his constant delight to see his pile grow, and it increased, it is said, until it reached $100,000,000. Seven hundred tenants paid him tribute. Had it been 7,000 he would, probably, have been still unsatisfied. He loved money with the greed perfected by a lifetime. The ASTOR library is almost the sole benefaction of his house. He was a successful guardian of a vast estate, but he made no mark in any other capacity, and is hardly more missed to-day than would be the porter of his lodge were he to die to-morrow. His long life was spent in hard work for the purpose of expanding his property to the most enormous proportions it was capable of attaining. That was his sole ambition. Was it worth the striving for?

GENERAL AND PARTICULAR.

The Virginia Legislature assembles to-morrow.

Conway says the devil is not fat. He has a lien on the Democracy, anyhow.

Fashionable flightiness. They are restoring the ancient sport of falconry in England.

Putting their money into a sinking fund. The Japs are having three iron-clads built in England.

The next sensation apprehended in San Francisco is a gigantic fraud in the over-issue of stock certificates.

"The Marquis of Lorne's poem appeared in America three weeks before it did in England." What poem?

England bought that canal because she thought it would be Suez-cidal to let any other power obtain control of it.

The paper trade is complaining of serious depression, owing to the falling off in the demand for books and periodicals.

This is a good time in which to study economy, to give up useless indulgences, and to set up in each house a tin "Noah's ark."

Amid the general reduction of wages in these times, there is one thing whose wages is not in the least reduced, and that is sin.

"Hoist with his own petard." The latest Paris sensation is an acrobat who allows himself to be shot from a mortar to his trapeze.

One of the indicted Indiana crooked whiskyites has gone crazy. "Some mourn more the shame which sin brings than the sin which brings the shame."

A monkey-shine. A grand banquet was recently given in Berlin in honor of a monkey which had completed twenty-five years' service in a circus there.

The Supreme Court of Indiana decides that the stockholders in private manufacturing corporations are not individually liable for the debts of the corporation.

The coming Christmas and New Year give promise of being celebrated, in the way of gifts, in a more economical style than has been customary for some years.

If Fifth avenue and Wood streets are to be repaved with wood, some good material for laying a few blocks might be selected from the Street Commission Department.

A correspondent asks our opinion as to which is the greatest of all crimes. We cannot undertake to say, but murder would seem to be one of the safest of them.

A young fellow who recently eloped with the wife of a prominent New Yorker has compromised with the latter for a specified sum, he having less regard for principle than for interest.

An accidental discovery of great importance, if verified, is announced by a French veterinarian, to the effect that the vaccination of animals is a sure preventive of the foot and mouth disease.

A Democratic exchange out West says a man's brains are of no account until he gets a chunk of lead in 'em. Then that editor ought to hire somebody to shoot him in the head without delay.

The COMMERCIAL will continue to be represented during the winter by one of the oldest and most intelligent correspondents at the national capital, whose letters and dispatches may always be safely relied on.

A question originally submitted to the courts thirteen years ago is now on trial for the third time in the United States District Court at Boston. Wasn't it Hamlet that said something about the "law's delay?"

Says the *Courier-Journal*: "Spain has advertised for a national air, as she has never had one. We might sell her 'John Brown's body' and get rid of the nuisance." It isn't his body that troubles you. 'Tis his soul.

Apropos of Tupper's new "drama" of Washington, when Thackeray was once asked by an American what the English people thought of Mr. Tupper, the great satirist replied: "Sir, the English people do not think of Mr. Tupper."

PERSONAL.

A Shakespearian reader out West sports the suggestive and pictorial name of Leon Macduff.

Marian Singer, a daughter of the sewing machine inventor, has appeared upon the stage in San Francisco in burlesque.

A Kiowa Indian recently created a sensation in Clay county, Texas, by offering to trade even weith a Mr. Stratton—his old pony for the farmer's young daughter.

John Alred, of Rome, Georgia, as he paid his taxes last week, remarked to the collector: "I am over fifty-two years old and don't owe a dollar; haven't bought a bushel of corn or a pound of meat since the war; never had a cross word with a neighbor in my life, and never swore an oath; never had a difficulty, and then myself alone sorry and made at home; never had a lawsuit with any one, and never was a witness in court."

During the funeral exercises over the Vice President at Baltimore, Friday, Major Harry Gilmer, a well-known ex-Confederate cavalry officer, was introduced to Fred. Douglass, when the following conversation occurred: The Major—"Mr. Douglass, let us shake hands across the bloody chasm." Mr. Douglass—"No, Major Gilmer, there is no bloody chasm. Let us shake hands across a free country."

Some years ago an English sailor named William Stephens was wrecked, and rescued after having clung to a portion of the wreck for three days. On returning to England he remained for two years in entire ignorance of his past, until, his memory returning recently, he set off for Winchelsea on foot, and arrived to find his wife married to one Eli, a cobbler, whose life Stephens threatened if he did not restore to him his spouse. This the cobbler wisely did, and the matter ended.

Anthracite Mines Caving In.

From the Scranton Republican, November 27.]

A serious cave commenced several days ago and is still in progress at the Grand Tunnel mines of the Susquehanna Coal Company, the Union mines of Albrighton, Roberts & Co., and is extending to the Avondale mines of the D. L. & W. Co., where a crack at the surface varying from four to seven inches in width is noticeable. The Union mines we are told have so caved in that it will be impossible to again work them, and one of the openings at the Grand Tunnel so blockaded that it will be entirely useless hereafter, and here some twenty five tons of railroad iron for use inside the mines, and a quantity of iron rope for hoisting purposes, were imbedded in the falling mass, and it will be impossible to redeem them. In case the cave does not extend any further in the Grand Tunnel, connection can be made with the slope so that work can after a time be renewed, but at the Union there are no means left for pumping so as to keep the mines free from the water, and this will add to the seriousness of the disaster here and jeopardize to a still greater extent the Grand Tunnel and the Avondale. A large number of men and boys are thrown out of employment, which may occasion considerable distress. The cause of the cave is said to be the robbing the mines of pillars, which was carried to a considerable extent in the Union mines."

FROM WHEELING, W. VA.

A Busy Week at the Capital—A Fair Sample of Democratic Constitution Tinkering—An Instrument which Means Anything or Nothing—Impeachment of the State Treasurer and Auditor—Frantic Efforts of the Ring Democracy to Save Their Pets.

Special Correspondence of Pittsburgh Commercial.

WHEELING, W. VA., November 24, 1875.

The past week has been a busy one in Wheeling, which is now the capital of West Virginia. The Legislature assembled here two weeks ago to-day, in adjourned session, and since then the Democratic politicians, tricksters and wire-workers have been busy. The present session of the Legislature was deemed necessary by the Ring Democracy to patch up their botched legislation of last winter.

Only a few years ago the Democracy came into power in West Virginia. The first move was a Constitutional Convention, which cost the State about $200,000, and the new Constitution bids fare to be the ruin of its framers. Notwithstanding the fact that the war was raging almost at our doors when the original Constitution of West Virginia was framed, that document was a far better one than that framed by the Democracy in times of peace. The present Constitution is a bungled mass of generalities: nothing specific and nothing calculated to meet any want of the people. Under the present Constitution we have had double Congressional elections, and double delegations appeared in Congress—demanding seats in the National Councils. Next we had the penitentiary imbroglio in our own State, in which the firmness and decision of Governor Jacob (who is an anti-ring Democrat) alone prevented bloodshed. Next came the squabble as to who had control of the State buildings, archives, etc., the Governor of the State or the trustees of the building. The supreme Court of the State decided in favor of the janitor, and he had all the public property insured. Then came the question as to whether the State Public Printer could charge and get all the money he wanted from the State Treasury. Under the present admirable Constitution the Governor was powerless, and it is said the State lost near forty thousand dollars. Then came the squabble over the removal of the capital from Charleston to this city. The Constitution was again found defective, and delayed matters about six months. Then came the question of filling vacancies in the Supreme Court, one of the judges having died. The seat is still vacant, no provision being made in the Democratic Constitution for any such emergency. But *now comes the tug*. The State Treasurer and Auditor were last winter arraigned for improper management of the state moneys. The adjourned session of the Legislature was to receive the report of the Board of Managers of the impeachment. For the past week the war of words has waged incessantly in the House. The committee reported in favor of impeachment, but an attempt is now being made by the ring Democracy to stifle the matter and smother the whole affair before it reaches the Senate. The whole Democratic force of the State is here. We have the two United States Senators, two of the three Congressmen, and a host of able men from all parts of the State, as well as the usual number of hangers on found on such occasions. The State Democratic Executive Committee has been convened. The *Register*, which is the organ of the ring, and under the influence of the wreckers, daily makes strenuous and pitious appeals against the impeachments of its pets, and the editor of the Charleston *Courier* (who was the late Public Printer), has been brought here to write up matters for his own pay, and to lend a helping hand in the dirty work of the *Register*. Five or six days here now been spent in speech-making in the House, and it is thought a vote will be taken in a day or two. The present session of the Legislature is limited to thirty days, so it will be necessary to rush matters.

The present Constitution of the State provides for biennial sessions of the Legislature. So far, under Democratic rule, we have had "bi-annual" sessions.

West Virginia is a glorious State; her mountains and valleys are teeming with wealth, and before many years the hidden treasures will be brought out by the rapidly increasing population. If the State can only rid herself of the nefarious ring who have controlled her councils and dicted from her treasury for the past few years, a brilant and glorious future awaits her.

WEST VIRGINIA.

OHIO NEWS.

Clothes line thieves afflict Tiffin.

There are 232 inmates in the Cleveland infirmary.

The Newsboys' Home, in Cleveland, is nearly completed.

Hog drovers pervade the country, and the days are filled with music.

Mrs. McGorgon, aged eighty years, hung herself in Norwalk on the 15th inst.

The swindling cloth peddlers are still fleecing the Seneca county farmers.

The Greenville *Journal* says that Darke county wheat is looking splendidly.

Arthur Kempton, of Ashtabula county, recently dug and packed 15 bushels of potatoes in nine hours.

The ladies of the Youngstown First Presbyterian Church are preparing to hold a Centennial Tea Party on Christmas eve.

A few days ago, John Parkinson, of Jackson township, Scioto county, found an elk's horn in the bed of Darby creek, where it had probably been for forty years or more.

An enthusiastic lady revivalist "tackled" Cleveland police headquarters the other day, beginning with the chief and ending with the prisoners.

Mrs. Wilhelmina Reed, for fifty-seven years resident on a farm in Madison township, Montgomery county, died on the 18th inst., aged eighty-two years.

The Board of Fire Commissioners of Cleveland have been petitioned by the people of a neighborhood to pull down a house asserted to be haunted.

In order to avoid appearing in court for trial, Tim Sullivan, of Portsmouth, took refuge in a room with a man suffering with the worst stages of small-pox.

John H. Williams, a colored lawyer of Chillicothe, was found dead in his room a few mornings since. Indications were that he died of hemorrage of the lungs.

Stephen Reeve is the oldest taxpayer in Muskingum county. He has made more than fifty annual visits to the County Treasurer, the last one coming on Saturday. He is ninety-five years old.

The Tiffin *Star* says that the Northwestern Ohio Normal School at Ada, has made arrangements for the removal of the normal school at Fostoria, and likewise its principal, to the town of Ada.

Postmaster General Jewell was once a telegraph operator in Akron, and Superintendent of the Railway Postal Service Bangs learned the printing business in the *Beacon* office in the same place.

A petition signed by 100 citizens of Wooster, asked that the water works be completed in order to give employment to those who were thrown out of work by the late suspension of McDonald & Co.

Cincinnati hair dealers report large offerings of female hair for sale since the breaking out of the small-pox there. Investigation showed that much of it had been cut from the heads of victims of the loathsome disease.

A. Banford, manager of a variety theater in Youngstown, has faded away from the gaze of his numerous creditors, leaving his company penniless. He had swindled the people of Harrisburg under the name of "Dr." Donivan, and those of Wheeling knew him to their sorrow as A. Wilson. He is accompanied in his rambles by an adventuress who left her home and husband in Alliance, some years ago, to follow the fortunes of Banford.

The annual meeting of the State Horticultural Society will be held in Toledo December 1st, 2d and 3d. A number of good speakers, men of scientific knowledge as well as practical experience, have promised to attend the meeting and give lectures or essays on topics of practical interest, or take part in the discussions. Delegates are expected to be present from the Michigan State Pomological Society, and the Horticultural Societies of several other States. All persons interested in horticulture are invited to be present and participate in the discussions; and all who can bring or send specimens of fruit, especially if uncommon and valuable, are invited to do so.

The Canton *Repository* has gone into the obituary business, and thus embalms the memory of a person connected with a neighboring paper: We were sorry to learn that his earthly career was cut off by that grim joker, fate. While fooling round a fine-haired pig press yesterday, his ear entangled in the gearing, and he was dragged into the machine and walloped once in cylinder 137 times a second for five minutes, and came out flat—inside and outside—with a verse of Philadelphia poetry, indelibly printed upon his tobacco-stained shirt-front, thus:

> Lay away the stumpy pencil,
> Our Hoodlum joker used to pare.
> Fold his notice-book over his coupon
> Pass him "dead-head" up the shiny stair.

Prompt Reinforcement.

When the physical energies are overtasked or flag through weakness or disease, they need prompt reinforcement. Renewed vigor is most specially supplied through the medium of a tonic stimulant, and without question the resources of that class, Hostetter's Stomach Bitters assuredly deserve a pre-eminent place. Weakness, whether constitutional or arising from disease or over-fatigue, cannot be better compensated for than by a resort to this prime strengthening cordial. The enfeebled invalid, the convalescent and the aged and infirm find that it is an inestimable source of vigor and comfort. Its combined tonic and alterative properties also constitute it an invaluable remedy for indigestion, weakness of the organs of urination, constipation, torpidity of the liver, and many other irregularities and disabilities, and render it an invaluable protection against malaria, as well as disorders of the stomach and bowels.

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43 South Diamond St., Allegheny City.

W. W. MARTIN.....President.
JAMES E. STEVENSON.....Secretary.

Pittsburgh Bank for Savings,

NO. 61 FOURTH AVENUE, PITTSBURGH.

Assets January 1, 1873 - $778,951 56.

CHARTERED IN 1863.

Open daily from 9 to 4 o'clock, and on SATURDAY EVENINGS, from May 1st to November 1st, 7 to 9 o'clock, and from November 1st to May 1st, 6 to 8 o'clock. Interest paid at the rate of Six Per Cent. compounded from the 1st and 15th of each month, and if not withdrawn compounds semi-annually, in January and July. Book of By-Laws, &c., furnished at the office.

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MISCELLANEOUS.

TO ADVERTISERS.

THE

PUBLIC RECORD

Is the only One Cent Morning Newspaper published in Philadelphia, and the only One Cent Paper in the United States belonging to the ASSOCIATED PRESS.

The circulation and character of the PUBLIC RECORD commend it to every advertiser. It reaches a more varied class of readers than any other paper in the city. Its advertising rates are lower than any other paper, in proportion to circulation, which is the main element of value to advertisers.

Contracts entered into now will have the benefit of the largely increased circulation during the Centennial Exposition.

RATES OF ADVERTISING.—Fifteen and Twenty-five Cents per line, according to location. A liberal discount will be made to Quarterly, Half-Yearly and Yearly Advertisers.

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NOW READY—ZELL'S ENCYCLOPEDIA. New and Revised Edition. 150,000 Articles. 8,000 Engravings and 18 splendid colored Maps. The best book of universal knowledge in the language. Now in course of publication. Agents Wanted. Specimen, with map, sent for 20 cents. BAKER, DAVIS & CO., Philadelphia, Pa.

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NO. 1416 CHESTNUT STREET,

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IMPORTERS AND DEALERS IN

"Diamonds," "Watches," "Clocks and Bronzes," "Jewelry," "Solid Silver" and best "Plated Wares," &c., &c.

☞ We respectfully invite attention to our stock.

BEAUTY! COMFORT! DURABILITY!

FINE SHOES

FOR

Ladies and Gentlemen.

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A PREMIUM GIVEN TO EVERY SUBSCRIBER.

GODEY'S LADY'S BOOK,

The Oldest Magazine in America.

1876. Volume 92. 1876.

A PREMIUM CHROMO, "THE MORNING CALL," will be given to every subscriber, whether single or in a club, who pays in advance for 1876. See results direct to this office. See colored slip for Terms, Clubbing and List of Chromos.

THE

Penn Mutual Life Insurance Company,

OF PHILADELPHIA.

INCORPORATED 1847.

ASSETS - - - - - $5,250,000

ENTIRELY MUTUAL.

The Penn Mutual is one of the oldest Life Companies in the country. It has made dividends annually to its members since the year 1849, inclusive. It is managed economically; selects its risks carefully; pays its losses promptly; and is liberal in its requirements generally. All its profits may be applied to reduce the premium the second year, or to increase the insurance. Its policies are non-forfeiting after the third annual payment. *Endowment policies issued at Life rates.*

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Thorough instruction in Civil Engineering, the Classics and Mathematics. Careful attention to the morals and manners of Cadets. For Circulars apply to CHARLES H. PALMER, Esq., No. 113 Wood street, Pittsburgh, Pa., or to

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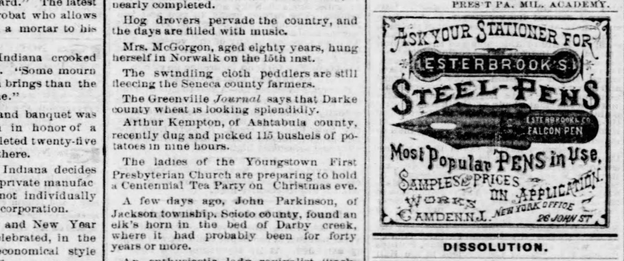

DISSOLUTION.

NOTICE.

The firm of GRAY, POSSIEL & RESE is this day dissolved by mutual consent. The said J. St. Clair Gray retiring from said firm, and the business will be continued by the remaining partners, Julius Possiel and George Rese, who are hereby authorized to settle the business of the old firm.

J. ST. CLAIR GRAY,
JULIUS POSSIEL,
GEORGE RESE.

Pittsburgh, November 24, 1875.

DISSOLUTION.

The partnership heretofore existing under the firm name of WM. M. MCCOMBS & BRO., Pittsburgh, has been dissolved by mutual consent. All accounts and outstanding debts of the late firm are to be settled by WM. M. MCCOMBS.

WM. M. MCCOMBS,
JAS. M. MCCOMBS.

Pittsburgh, April 19, 1875.

THE DOMESTIC Sewing Machine.

The Mechanics' Industrial Institute, of Pittsburgh, awarded to the DOMESTIC SEWING MACHINES the First Premium, for being the Best Machine for all general purposes and greatest range of work

It was demonstrated at the contest for the premium at the Industrial Institute, that a FAMILY DOMESTIC SEWING MACHINE will do all the work, and do it better, that can be done by the Family and Manufacturing Machines of other makes combined.

THE DOMESTIC is simple in construction, runs light, is comparatively noiseless and less liable to get out of order than other Machines.

We employ no Drummers or Traveling Agents, consequently parties in want of Machines can save the commissions paid by other companies to their canvassers by calling at Headquarters,

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Persons desiring to procure Patents, or wishing to obtain information from the U. S. Patent Office, are advised to consult F. A. LEHMANN, of Washington, D. C., corner of Seventh and G streets, or Room 9, 16 Sixth street, Pittsburgh.

Send for circular.

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Every Departm

AND EX

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Nos. 165, 167

Our very large and rapid sales of Dress Goods, &c., during the season, show the appreciation of our patrons of our efforts to supply them with the largest variety and the very best possible value to be found anywhere, but we are offering at present still greater bargains in Dress Goods, Black Goods, Silks, Cashmeres, &c., &c.

Extraordinary Good Value in

Black and Colored Dress Silks,

From $1 to $3 50 per yard, every intermediate price, the best value ever offered in Silks.

The immense stock of Black Cashmeres we have already sold, show our prices in these goods to be unsurpassed in value from 30c to $2 50, and have still extraordinary inducements in this line.

BLACK ALPACAS,

In every grade from 25c to 75c per yard and upwards. Splendid value.

Fine Dress Goods,

In all desirable fabrics and makes, at the lowest possible prices.

One of the Choicest Assortments of

LOW PRICED DRESS GOODS

In the Union. Dark, best styles plaid and other designs of Dress Goods, from 12½c to 25c. Great bargains.

Beautiful Patterns Tycoon Reps, Bright Plaids, Mohairs, Alpacas, Serges, &c., &c.

ALL THE POPULAR BARGAINS

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WM. SEMPLE'S.

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Federal Insurance Company,

OF ALLEGHENY CITY, PA.

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WM

FINANCE AND TRADE.

MONDAY EVENING, November 29, 1875.

The local monetary situation was unchanged to-day, the case before noted being the principal feature of the loan market. Nearly all the banks report increasing funds and a scarcity of such paper as suit the stringent requirements of bank officers and discount boards. The abundance of funds at the banks does not prevent complaints on the streets of the scarcity of money and the difficulty of making collections. These complaints are in part founded on fact, as there are many branches of trade that still are in an unfavorable condition; but they come chiefly from chronic grumblers, and also from persons who are willing to take advantage of whatever excuses the times afford to defer and perhaps escape entirely the payment of their obligations. A strict investigation would, we think, show that the smaller merchants, while undoubtedly less prosperous than formerly, are as a general thing in much better circumstances than they were last winter; from which it is safe to conclude that a great part of the talk about the scarcity of money is nonsense, or worse. In stocks, bonds, &c., there is not much to report, dealings being limited and principally of a private character.

—We have received the following from a Meadville correspondent:

MEADVILLE, PA., November 26, 1875.

To the Editor of the Pittsburgh Commercial:

Under the very objectionable practice of country merchants drawing checks on their banker, dating them ahead and sending them to the cities in payment of their bills, a case arises, as follows: On the 24th day of November, 1875, a check is presented for payment dated November 25, 1875. Is such check subject to protest for non-payment on the 26th, the 25th being a legal holiday?

The only doubtful point that seems to be involved in the query of our correspondent is as to whether the check has matured or not. Our opinion is that the check matures on the 24th, and that if dishonored it should be protested for non-payment. The act of April 2, 1873, provides that certain days, and among them any day appointed or recommended by the Governor of this State or the President of the United States, as a day of fasting or thanksgiving, or for the general cessation of business, shall be regarded as legal holidays and shall *for all purposes whatsoever*, as regards the presenting for payment or acceptance, and of protesting and giving notice of the dishonor of bills of exchange, *bank checks*, checks, drafts and promissory notes be treated and considered as the first day of the week commonly called Sunday. This statute fixes the maturity of the check, and with it the duty to protest in case of dishonor.

—The gold market to-day was a little stronger, the closing figures being 114¼. The strength was probably due to the announcement that there will be no sales of Treasury gold ordered for December, the currency balance being large enough the Secretary of the Treasury saying that the sales are ordered only to replenish it. The effect of this announcement to a further advance was probably counteracted by the amount of specie that will be set afloat for called bonds during December, or rather the effect of the latter cause toward a further reduction was counteracted by the former. The Government gold sale, postponed from Thursday (Thanksgiving) to Saturday, resulted in bids for $1,545,000. The $500,000 offered was awarded at 114.35 to 114.43.

—The dividends and interest on public and corporate securities announced for payment at Boston during December amount to $1,161,000. The Boston papers have the following particulars:

The United States has no interest maturing at this time, and the city of Boston only a small sum on account of Dorchester. The State of Massachusetts pays interest on only $50,000 in gold. The regular United States pensions (quarterly) are due December 4th. Manufacturing companies continue to make a poor showing and those which have not already settled down to three per cent. are steadily approaching that figure. Boston, Lowell and Merrimack not yet declared. The Amoskeag reduces from 5 to 4 per cent., Hamilton 4 to 3 per cent. and Pacific 4 to 3 per cent. The Lowell Machine Shop pays 4 per cent. on class A shares, 3 per cent. in May last, which is the usual division of payments. The Langdon passes, and the Appleton passes for a third time. We are informed by an official transaction of the Eastern Railroad to state that the coupons due December 1 will be paid. The Chicago Burlington and Quincy Railroad Company pays the first coupon on its new 5 per cents. The Boston, Water Power Company pays its first coupon. Brookline Land pays a dividend of 15 cents, and further dividends are expected hereafter as sales are made by the company.

—The St. Louis *Republican* brings the following unpleasant piece of news to a class of bondholders:

The Macon county bond case in the United States District Court of Jefferson City has developed a difficulty which divides the Judges and makes it necessary to certify the case to the Supreme Court at Washington for decision. It grows out of the issue of bonds to the Missouri and Mississippi Railroad. On these bonds the county has defaulted in payment of the interest, and a holder asks for a mandamus to the county judges commanding them to levy a tax to pay the past due interest. The county replies that by the very charter of the road under which the bonds were issued the annual tax levy for meeting payments on them was limited to one-twentieth of one per cent. But this limit will yield only about $3,000 a year, whereas the interest is some $14,000. It seems that the bondholder cannot plead that he knew nothing about this limitation, which virtually makes his bonds almost worthless, for it is mentioned in the body of the bond, and when he purchased he did so with a knowledge of the restriction. If the Supreme Court shall decide that the county can levy only one-twentieth of one per cent. for bond payments, it will amount to a compulsory repudiation, for this small tax will not even pay one-fourth of the annual interest, to say nothing of the principal; and the bonds will become valueless because of the insufficiency of means to pay it.

—The following table shows the prices of gold, Government bonds, railway stocks, etc., at the various sessions of the New York Stock Exchange during the day, furnished by the Fifth National Bank, No. 16 Sixth street:

November 29, 1875.	10:30 A.M.	11:30 A.M.	1:30 P.M.	2:30 P.M.	3:30 P.M.
Gold	114⅛	114⅛	114⅛	114⅛	114⅛
U.S. 6's, 1881, coupons	120½				
5-20's, 1865	116¼				
5-20's, 1865, new	117¾				
5-20's, 1867, registered	120⅝				
5-20's, 1867, coupons	120⅝				
5-20's, 1868	120⅝				
10-40's, registered	116¾				
10-40's, coupons	116¾				
Currency 6's	123				
New 5 per cents	116½				
Western Union Tel		79¾	79¾	79¾	79¾
Quicksilver		41¾	41¾	42	42
Panama					127
Adams Express					103
Wells-Fargo Express					85
American Express					80½
U. S. Express					50
New York Central		104¾	104¾	104¾	104¾
Erie		16¾	16¾	16¾	16¾
Michigan Central		93½	93½	93½	93½
Michigan Southern		82¾	82¾	83	83
Illinois Central		98			98
Cleve. & Pittsburgh		90	90	90	90
Chicago & Northwestern		39¾	39	39¾	39¾
Do preferred		69			69¾
Rock Island		105¾	105¾	106	106
St. Paul, common		26¾		26¾	26¾
Do preferred		50			50¾
Wabash, common		9¾			9¾
Fort Wayne		99¾			99¾
Ohio & Mississippi		18¾	18¾	18¾	18¾
Union Pacific		77¾	77¾	77¾	78
Harlem		133½			133½
Hannibal & St. Jos		23	22½	23	23
Missouri Pacific					42
C. & I. C					15¾
Kansas Pacific					
South Carolinas, April					
South Carolinas, July		27			
Missouris		103			

—The following is the report of the prices of leading stocks on the Philadelphia Stock Board, as received by wire at noon to-day:

Stocks.	Bid.	Asked.	Sales.
Pennsylvania Central			94½
Reading			55½
United Co's of N. J	135¾		136
Oil Creek	10¾	10¾	10¾
Lehigh Valley			62¾
Allegheny Valley	95		
Central Transport'n Co			46¾
Empire Transport'n Co		51¾	51¾
N. C. and St. L. R. R.			55½

(By Associated Press.)

Gold Closed at 114¾.

MONEY.

NEW YORK, November 29.—Money 3@5 per cent., closing at 4. Prime mercantile paper 5½@7 per cent. Customs receipts $377,000. The Assistant Treasurer disbursed $432,000. Clearings $21,000,000. Sterling quiet at 484@487½.

GOLD.

Gold opened at 114¾, fell off to 114¼, rose to 114¾ and finally closed at 114¾. Rates paid for carrying were 1, 2 and 3 per cent.; loans also made flat. The stronger feeling in gold is partly due to the suspension of sales by the Treasury, and it may be in part on the current rumor that the marine insurance companies have underwritten policies with gold at par on certain steamers in the Gulf trade privileged to be used as transports for United States troops.

STOCKS AND BONDS.

Railroad bonds were strong in late afternoon dealings. Union Pacific firsts sold at 109@109¼ and closed at 108¾@109. Sinking funds advanced from 90¾ to 93. Central Pacific brought 100¾ and Western Pacific 97¾. Milwaukee and St. Paul consolidated sinking funds rose to 81¾, first selling at 81. Chicago and Northwestern was firm as to principal at 85½@85¾; forgoid coupons, Hannibal and St. Joseph consolidated resolved to 82 and Ohio and Mississippi consolidated sinking funds rose to 93¾. Government bonds firm. State securities quiet. There was a run on the up-town savings bank to-day, and rumor has it that the concern has taken advantage of the sixty days' clause. The great event of the day in Wall street was the announcement from Washington that the Supreme Court of the United States had decided in favor of the Union Pacific Railroad on an appeal from the Court of Claims. Latter advices stated that the decision was unanimous. The effect of this decision upon the securities of the up-town was very marked, and the highest prices of the day were made at close, when there was considerable animation and excitement in dealings. The stock rose 5 per cent., from 72¼ to 77½. The bonds were also up. Pacific Mail sympathized with Union Pacific because of its close connection with the company and advanced to 42 at the close on large transactions. Kansas Pacific was favorable affected by the Union Pacific decision and was advanced to 15¾. The rest of the market was quiet in sympathy with the slower in improvement. Union Pacific and Pacific Mail were the speculative interest. Transactions at the Stock Exchange to-day aggregated 170,000 shares, of which 30,000 were Pacific Mail, 14,000 Western Union, 3,000 Northwestern common, 2,400 St. Paul common, 3,900 preferred, 20,000 Lake Shore, 7,000 Ohio and Mississippi and 13,000 Union Pacific.

The following were the closing quotations:

STOCKS.			
W. U. Telegraph	79⅝	St. Paul	27
Pacific Mail	41¾	Do preferred	53¾
Adams Express	103	Toledo & Wabash	5¾
Wells Fargo Ex	85½	Do preferred	
American Ex	80½	Fort Wayne	98¾
United States Ex	83	Terre Haute	8¾
New York Central	105¾	Do preferred	20
Erie	16	Chicago & Alton	98½
Do preferred	29	Do preferred	104¾
Harlem	133½	Ohio & Mississippi	18¾
Do preferred	142	Indiana Central	4¾
Mich. Central	93¼	Burling'n & Qu'cy	114
Lake Shore	83½	Hannibal & St. Joe	22¾
Illinois Central	98	Do preferred	35
Cleveland & Pitts	89¾	Atlantic & Pac Tel	18
Northwestern	39	Union Pac. stock	78¼
Do preferred	83½	Central Pac. bds	105¾
Rock Island	105¾	Union Pac. bds	104¾
N. J. Central	109¾		

GOVERNMENTS.

U. S. coupons, 1881	123¾	New 5's	117¾
5-20's, 1865	117¾	10-40's	117
5-20's, 1865, new	117¾	10-40's, coupons	117¾
5-20's, 1867	122	Currency 6's	125½
5-20's, 1868	122¾		

STATE BONDS.

Tennessee, old	47	Virginia, old	37
Tennessee, new	45	Missouri 6's	103¾
Virginia, new	36		

LONDON, November 29, 5 P. M.—The amount of bullion withdrawn from the Bank of England on balance to-day was £19,000. Consols for money 93 9-16. United States bonds—new 5's, 104; 10-40's, 103½; 5-20's, 1865, 106½; do 1867, 109¾. Railroad securities—New York Central 96; Erie 19¼; preferred 50.

PARIS, November 29.—Rentes 66 francs 50 centimes.

FRANKFORT, November 29.—United States bonds—New Fives, 99¾.

NEW ORLEANS, November 29.—Gold 115¼. Sight ¼ discount. Sterling—Commercial 547½@548½; bank 552½.

GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, MONDAY, November 29, 1875.

The movements of trade in commercial circles to-day were generally sluggish and a limited volume was the result. The cold weather, together with the usual quiet that is to be expected at this season, combined to make trade especially dull, and almost all branches of our wholesale business experienced a light traffic. In values there was little new, prices being quotably unchanged.

The receipts of the leading articles of produce since our last are as follows:

Flour, bbls	1,117	Corn, bushels	1,485
Apples, bbls	369	Corn, bus	7,843
Wheat, bush	1,120	Barley, bus	7,863
Rye, bush	64	Oats, bus	4,533
Butter, pkgs	6	Bacon, pcs	5,330
Bacon, lbs	20,000	Potatoes, bus	1,200
Hay, bales	32		

The quotations given in the following reports are prices realized in wholesale transactions, unless otherwise specified. On small sales, dealers will charge an advance. Sales of grain, unless stated to the contrary, are free of elevator.

Grain, Flour, Feed, Etc.

GRAIN—The market was quiet at generally steady prices. We quote Michigan white wheat at $1 40@1 42 per bushel; Pennsylvania and Ohio do $1 37@1 37; prime sound red winter $1 30@1 33; low grade do $1 20@1 25; rejected do $1 16@1 18; ungraded do $1 20@1 30. Corn was steady with old rather scarce. We quote shelled at 64@65c ₱ bushel; for prime prices range 66@67c; high mixed, 62@63c; for low mixed; ear corn, 61@66c ₱ bushel for prime yellow on track; 60@62c for mixed; new ear nominal; sixty ear corn, 52@53c. Oats were selected. Oats were steady at former prices. We quote Western Reserve at 43@45c ₱ bushel; Ohio and Pennsylvania do, 39@41c; dark to light mixed 36@38c. Barley is moving slowly at depressed prices. We quote Canada at $1 30@1 35 ₱ bushel; choice spring-at $1 15@1 25; common to prime do $1 00@1 15; No. 2 fall $1 10@1 20. Rye is rather sluggish and easy at 80@83c ₱ bushel for prime. Jobbing parcels of corn and oats rule 3@5c above quotations.

FLOUR—The jobbing demand is fair at easy prices. We quote the following prices of the local millers as follows No. 1 white wheat flour $8 00 ₱ bbl; No. 1 amber do $7 50; red wheat $6 25@7 25; in sacks 25c off ₱ bbl. The jobbing prices of the leading dealers for standard brands of flour are steady as follows: Choice brands of white winter wheat flour $7 75@8 00; well known brands of family flour $7 25; Wisconsin is quoted at $6 75@7 00; Minnesota $7 25; Kansas $6 25@6 50; new red winter wheat flour, is active at $6 25@6 50; Graham flour $7 00@7 25; self-raising flour $6 75@7 00; graham in packages $7 00@7 25 per dozen; cornmeal 80c ₱ bushel; oatmeal $7 00@7 50; rye flour $4 25@5 25 ₱ bbl.

HAY—The market continues dull and depressed. We quote prime No. 1 timothy, on car lots, at $19 00@20 00 ₱ ton; No. 2 $17 00@18 00; upland prairie $12 00@14 50. Sales from store were active at $21 00@22 00.

MILL FEED—The demand is moderate and prices are much depressed. We quote bran at $9 50@10 00 ₱ ton; shorts $10 00@11 00; mixed feed $13 00@14 00; chopped feed $14 00@15 00; meal $1 90@2 00 ₱ cwt.

Country Produce.

APPLES—There is a moderate demand and a fair business is being done in a jobbing way at former prices. No. 1 Choice eating apples at $3 50@4 00 ₱ barrel; large cooking $3 25@3 75; common to medium grades in light demand at $2 00@3 00.

BEANS—Receipts are large, and the market is weak. Quotations are steady at $1 50@1 60 for prime medium; navies $1 75@1 85.

BEESWAX—The market is quiet with little doing except in a jobbing way; nominally 30@33c ₱ lb.

BUCKWHEAT FLOUR—We quote buckwheat flour at $2 25@2 50 per case.

BUTTER—The market is as rather easy, though top grades were in fair demand. We quote prime to choice dairy at 28@30c; fair to good 23@26c; common to fair 15@20c. A choice grades of table butter, while in fair demand, are somewhat scarce at $10 00@11 00 ₱ barrel.

CALIFORNIA PEARS—Are rather easy, with large receipts at $3 50@3 75 ₱ box.

CHEESE—The demand is slow and market rather easy. We quote as follows: Factory, at 14@14½c for September; New York Goshen 14½@15c; Sweitzer 16@18c; Limberger 14@16c.

DRIED FRUIT—The market is steady. Dried apples are in demand at 10@10½c ₱ lb for choice quarters; sliced apples are 2@3c higher at 12@12½c for choice halves; dried blackberries 12@12½c.

LOCHS—The market is active but a little easier. We quote at 28@29c ₱ dozen for strictly fresh; pickled plenty and not very actively sought after at 20@22c.

HONEY—New domestic honey is steady at 25@28c ₱ lb. California is quoted at 20c ₱ lb.

MINCE MEAT—Prices are quoted at 10½@11c ₱ lb.

NUTS—Chestnuts are easy at $5 50@3 75 ₱ bushel; peanuts are in fair request at easy prices; prime white unroasted nuts rule at 9½@9¾c, according to quality; Virginias 8½@9c; shellbarks are easy at $1 75@2 00; hickory nuts dispersed at $1 50 ₱ bushel.

POTATOES—Market firm with an upward tendency. We quote for round lots on track at 30@35c for Peerless and Early Rose; 40@45c for prime Rochesters. Small lots bring a quart but easy market at $1 40@1 50 ₱ bushel; 90c ₱ bushel. Sweet potatoes are quoted at $3 25@3 50 ₱ barrel for Baltimores; $3 25@3 50 for Jerseys.

POULTRY—There is a moderately active trade. Live chickens are quoted at 5@5½c ₱ pair; live turkeys 15@18½ 25. Dressed poultry—Chickens 12@13c ₱ lb; turkeys 15@16c; ducks 13@14c.

SEEDS—Flaxseed is quiet at $1 55@1 60; timothy seed is jobbing at $2 75@2 80 ₱ bushel. Clover seed $7 25@7 50.

VEGETABLES—Onions are in large stock. We quote at $1 50@2 00 ₱ barrel. Dried green peas are quoted at $1 20@2 00 ₱ bushel.

Provisions.

BACON—We quote shoulders at 10½c ₱ lb; clear rib sides 14½c; clear sides 15½c.

HAMS—We quote plain sugar-cured at 16c; Sugar-cured shoulders 11½c; breakfast fast bacon is quoted at 16c; dried beef 15c; beef tongues, 20c per dozen; $7 00; hams smoked.

MESS PORK—The market is quiet and steady; We quote at $23 50 ₱ bbl.

LARD—We quote prime lard, refined, in tierces, ₱ lb 14c; half bbls do 14½c; in buckets, 15c; in 5 ₱ cans, 16c; in 3 ₱ cans, 16½c; in 3 ₱ pails, 17½c; in 5 ₱ do, 17½c; in 6 ₱ do, 17½c.

LARD OIL—The market is easy. We quote extra No. 1 lard oil, current make, $1 05@1 08 ₱ gallon; No. 1 do, do, 95@1 00.

TALLOW—We quote number 1 tallow at 10@10½c; choice country rendered 9@9½c; medium do 8½@9c.

Messrs. Eggleston, Henness & Co., of Chicago, review last week's provision market as follows:

The better feeling in pork and lard noted in our report of the 19th continued until the 23d, culminating in a further advance of 95c per barrel on pork, and 33c to 35c per 100 lbs on lard. Shorts—For the year options had become alarmed at the short progress of packing here, as well as at all leading points West, and covered liberally, while numerous parties took hold and helped the market making a quick turn on the long side. On the afternoon of the 23d prices were a trifle easier than at morning board and since that time the tendency, in both articles has been to work off, closing Wednesday evening as follows: Mess pork, $19 30 year; $19 40 February, lard 12¼@12.32½ year, and February. No trading yesterday. The opening this week was a little weak, but soon stronger, first sales being 10c in pork, and 10c per 100 lbs in lard above Wednesday's closing. It will be borne in mind that the holidays are nearly approached February, which is attributable to slowness of packing, as mentioned above.

MEATS—Again easier, but the decline brought about in brisker business, especially on foreign and speculative account, the Southern demand being but fair. English markets today are quoted off, owing doubtless to the late large shipments from the seaboard, figures of which we give below. Our direct exports are mostly to English ports, show a marked increase, being for last week, ending 20th, 3,950,000 lbs meats, 1,250,000 lbs lard, against 2,788,500 lbs meats and 295,000 lbs lard, week previous.

Exports from the seaboard week ending 24th as compared with same week last year:

	1875	1874
Pork, bbls	3,730	5,142
Lard, lbs	3,209,043	1,557,047
Meat, lbs	7,649,230	2,353,058

Petroleum.

November 30.—The market was quiet and steady to-day at easy prices but about the range previously reported.

CRUDE—There was a quiet and easy market with little change in prices. We quote Conduit and Union certificates at $1 28½@1 30; United at $1 27½@1 28½; immediate shipment $1 05@1 05½. The sales reported aggregated 2,500 barrels.

REFINED—An easy and rather weak market ruled throughout the day in refined under the influence of the light foreign demand. We quote standard white on the cars at 10c. New York delivery ruled at 12¾@12½c, Philadelphia is quoted at 12¾ and Baltimore at 12½c.

OIL BARRELS—Continue dull and weak at $1 25@1 30 for crude; $1 15@1 20 for country.

(By Western Union Telegraph.)

TITUSVILLE, November 29.—The *Herald* says: The crude petroleum market opened with a weaker feeling in sympathy with the unfavorable advices from the seaboard and the dull condition of the foreign markets. United opened at $1 30 and fell in the face of heavy offerings to $1 25, but rallied at the close to $1 27¾ bid. Sales could be effected at the latter for among speculators and kept 1¼c above United during the entire day. The closing quotations were:

	Bid.	Asked.
United	1 27¾	1 28¾
Union at wells	1 28½	1 30
Pennsylvania at wells	1 27½	1 28½
Pipeage paid certificates	1 27½	1 28½
Conduit at wells	1 28¼	1 30
Karns	1 27½	1 28½
Upper Creek	1 27½	1 28½

The total sales were 103,000 barrels.

OIL CITY, November 29.—The *Derrick* says: United closed at $1 28¼@1 30; Conduit $1 30; sales at $1 28¼@1 30; Conduit $1 30; sales at $1 28¼@1 29¾; Karns and Grant $1 27½; shipment—Conduit the lowest this week at $1 05; sales of well certificates 20,000 barrels; certificates shipments, 5,000 barrels.

PHILADELPHIA, November 29.—Market quiet; standard white 12½c; crude 6¼c; cases 16½c.

PARKERS, November 29.—Market quiet and steady; United at $1 27½; Union $1 30; shipment at $1 05@1 08 ₱ barrel.

TITUSVILLE, November 29.—Market firm at $1 57½.

OIL CITY, November 29.—Market quiet but firm at $1 47½.

ROUSEVILLE, November 29.—Market quiet and dull at $1 52½.

TIDIOUTE, November 29.—Market quiet at $1 57½.

(By Associated Press.)

NEW YORK, November 29.—Petroleum firm; refined 12¾c; crude 6¾c.

BALTIMORE, November 29.—Petroleum—Refined 12¾c; crude 6¾c.

ANTWERP, November 29.—Refined petroleum 27¼ francs.

LIVERPOOL, November 29.—Petroleum quiet; refined at 1s 6d; spirits 1s 3d.

BREMEN, November 29.—Petroleum quiet; standard white, 110 degrees test, 16½ per cent. white, 150 degrees test, 16½.

REFINED OIL SHIPPED EAST BY A. V. R. R.

WEST PENN JUNCTION, November 29, 1875.

Shipper.	Consignee.	Bbls.
Vesta O W	George Pohl, Phila	1,200
W F Jones & Co	George Pohl, Phila	700
Standard Oil Co., Warden, F & Co, Phila		780
J A McKee & S., Warden, F & Co, Phila		792
Total		3,990

CRUDE OIL RECEIVED BY A. V. R. R.

Shipper.	Consignee.	Bbls.
W T Baum	Loomis Oil Works	166
Tait & Payne	Empire Oil Works	80
Total		246

LIVE STOCK MARKETS.

Union Drove Yards, Allegheny City.

OFFICE OF THE PITTSBURGH COMMERCIAL, MONDAY, November 29, 1875.

Receipts of Stock by Rail.

Following are the receipts of cattle by rail for the week ending Monday, November 29, from which it will be seen that the offerings this week exceed those of last week by 271 head. The usual number came in, on foot, from Washington, Beaver, Fayette, Greene and other adjacent counties, which would swell the total to some 800 head:

Consignee.	Where from.	Head.
Marks & Bro	Chicago	57
Marks & Trauerman	Chicago	40
Gerson & Keefer	Chicago	102
W. Monschine	Chicago	78
J Shamberg	Chicago	80
E. Katz	Chicago	19
H. & J. Rothchild	Chicago	19
Gerson & Lehman	Chicago	20
S. Krause	Chicago	16
Lowenstein & L	Chicago	17
L. Rothchild	Chicago	21
A. Greenwald	U. Sandusky	37
D. James	Laxwill	21
James Trimble	Orrville	21
T. R. Head	Orrville	21
S. B. Bay	Bellaire	20
Black & Frank	Bellaire	20
John Wisener	Bellaire	20
James McCork	Bellaire	20
D. St. Clair	Bellaire	20
A. H. Conkins	Bellaire	20
J. F. Sponsaller	Bayard	17
Total this week		680
Total last week		409

It will be seen by the above table that the offerings were at least one-third in excess of last week. Yet, strange to say, prices were but little steadier, and that for the most part on common grades, fair to good stock ruling readily at last week's prices. A good portion of the stock sold was in small retail lots, driven to East Liberty, where it would be offered for sale in the Central Stock Yards.

The Market.

Sellers asserted that the market was a dull one all round, but not allege that they were much "out of pocket," whilst purchasers seemed satisfied with the situation of affairs.

CATTLE.

As above remarked, the run of cattle was heavy, which lent the effect of shading prices slightly from last week. Fair to prime cattle sold readily, whilst medium and common were slow and dull sale. We quote as follows:

Extra, 1,400 to 1,500 ℔s steers				$4 75@5 00	
Prime, 1,300 to 1,400 ℔s steers				5 50@5 75	
Good, 1,100 to 1,200 ℔s steers				5 00@5 25	
Fair, 1,000 to 1,100 ℔s steers				4 00@4 25	
Common				3 00@3 50	
Stockers				3 00@4 00	
Bulls, stags and cows				2 50@3 00	
HOGS.					
Yorkers	2	8		K.	Fair.
Philadelphia	2	8	—0	4	N. W.	Clear.
Brunswick	5	16	12	5	N. E.	Fair.
Confluence	25	16	12	0	Calm.	Fair.
Wheeling	25	3	13	1	W.	Clear.
Freeport	8	7		N. W.	Clear.
Canton	18	5		N. E.	Cloudy.
Hermann	1	2	—0	4	E.	Clear.
Jefferson City	0	2		W.	Clear.
Hannibal City	0	2		W.	Cloudy.
Marietta	14	9	—0	10	N. W.	Fair.
Morgantown	4	9	—0	6	N. W.	Clear.
New Geneva	4	9	—0	6	N. W.	Clear.
Oil City	4	4		W.	Lt. snow.
Parkersburg	20	3	13	0	Clear.
Pittsburgh	9	9	—0	5	N.	Fair.
Plattsmouth	0		10	4	N. E.	Cloudy.
St. Joseph	0		10	4	N. E.	Cloudy.
Jonesonville	10	3	13	11	N.	Cloudy.
Chattanoga	3	10	10	2	N.	Cloudy.
Decatur	6	4			N.	Lt. rain.

*Below bench mark.

Greensboro.

Special Dispatch to the Commercial.

GREENSBORO, PA., November 29, 1875.

River 9 feet and falling. Weather clear and cold.

Brownsville.

Special Dispatch to the Commercial.

BROWNSVILLE, PA., November 29, 1875.

River stationary; 10 feet. Weather clear; thermometer 22 at 5 P. M.

Morgantown.

Special Dispatch to the Commercial.

MORGANTOWN, W. Va., November 29, 1875.

River 4 feet 9 inches and falling. Weather clear; thermometer 28.

Wellsville.

Special Dispatch to the Commercial.

WELLSVILLE, O., November 29, 1875.

Weather cool and cloudy. River 16 feet and raising. Passed down—Steamer J. M. Blackmore, Dexter, Dick Fulton No. 2, J. H. Bigley, George Lysle and Salt Valley. Up—J. L. Rhoads, Exchange, C. W. Hornbrook, Tom Rees, Nellie Speer and Market Boy.

Wheeling.

Special Dispatch to the Commercial.

WHEELING, W. Va., November 29, 1875.

River stationary with 14 feet in the channel. Departed—Market Boy and Exchange, Pittsburgh; Express, Parkersburg. Arrived—Andes, Cincinnati. Weather clear and cold.

Pomeroy.

Special Dispatch to the Commercial.

POMEROY, O., November 29, 1875.

Down—Resolute, Oakland, Tom Dodsworth, Eagle, N. J. Bigley No. 2 and Lioness.

Ironton.

Special Dispatch to the Commercial.

IRONTON, O., November 29, 1875.

River falling. This morning the Diamond collided with the Coal City, breaking the wheel of the latter boat, and sunk one boat below Cattletsburg. The Baltic landed the Diamond's tow opposite this place. The Diamond has the Coal City and tow all right. One boat is in a sinking condition.

EVANSVILLE, November 29.—Weather clear and cold; mercury 28 to 34 and falling; frost and ice this morning. River 2 feet and rising slowly. Down—Evansville; Coss Miller, Aggie, Glasgow and Arkansas Belle. Up—Gen'l Grant, Grey Eagle and Evansville Bridge light. The Fortona's flotilla is receiving freight.

MEMPHIS, November 29.—River rose 20 inches. Weather cool and rainy during the day. Departed—Down—Steamers Grand Republic, New Orleans; Illinois, Vicksburg; Parker, Cincinnati. Departed—Steamers Bee, Mollie Moore and Belle of Memphis. Up—Louis Arlington, Cincinnati; Turner, New Orleans.

CAIRO, November 29.—Arrived—Coal Hill and St. Joseph, St. Louis; Ashland, New Orleans; Hannibal and Ashland, New Orleans. Departed—John F. Tolle, New Orleans. River 20 feet 9 inches and rising. Weather clear; mercury 34.

CINCINNATI, November 29.—River 29 feet 11 inches and rising. Weather partly cloudy and cold. Departed—Andes, Pittsburgh.

LOUISVILLE, November 29.—Weather cool. River falling; 11 feet 6 inches in canal and 9 feet 6 inches on falls. Arrived—J. N. Norton, Nonpareil, Evansville; Ben Harrison, Evansville. Departed—Norton, St. Louis; Eureka, Kentucky; Sherret Shippers' Own, Cincinnati.

VICKSBURG, November 29.—Down—Departed—Morgan and Mary Bell. River rose 3 inches.

NEW ORLEANS, November 29.—Arrived—Geo Spangler, Julia and Means, Ohio river; Southsilver, Cairo. Nodepartures. Weather rainy.

For Additional Dispatches see Fourth Page.

RIVER NEWS.

ARRIVALS AND DEPARTURES.

Arrived.

Geneva.....M. A. Cox.....Geneva.
Elizabeth.....Boyd.....Elizabeth.
Hector.....Abrams.....Geneva.
Market Boy.....Porter.....Wheeling.
J. L. Rhoads.....Vandegrift.....St. Louis.
Exchange.....Williams.....Cincinnati.

Departed.

Geneva.....M. A. Cox.....Geneva.
Hector.....Abrams.....Geneva.
Elizabeth.....Boyd.....Elizabeth.
Salt Valley.....Sanford.....Ironton.

MONONGAHELA—Nine feet six inches and falling. Weather cold.

Boats Advertised for This Day.

Brownsville and Geneva.....S. & W. and 4 P. M.
Wheeling...Market Boy.....Porter, 12 M.
Zanesville...Carrie Brooks...Darlington, 3 P. M.
Steubenville...Laura Davis...Harris, 4 P. M.
St. Louis...Fearless.....Brickerstaff, 4 P. M.

The marks last evening indicated nine feet six inches and falling. The weather was cold and winterish, and overcoats were in demand.

THE Quickstep has laid up at Memphis.

THE steamer Andes has 75 tons of pig metal for this port.

THE steamer R. W. Dugan will be sold at auction on Wednesday at St. Louis.

THE Kate Kinney has laid up at Algiers to await an improvement in freights.

EIGHT A. M. and 4 P. M. are the hours of departure for the packets on the Monongahela.

COTTON is now shipped from Memphis to New Orleans at $1 50 per bale, and rates are stiff at that.

CAPTAIN O. B. COOPER, of the Emma Graham, is an old Pittsburgher, and a clever one besides.

C. H. FRAZER, formerly commander of the Grey Eagle, is a clerk on the Natchez wharfboat.

DIED in Patriot, Ind., November 19th, Mrs. Sarah Ann Bassett, wife of Captain John Watts.

CAPTAIN BOOTH proposes to run the J. W. Barrett between Cincinnati and New Orleans till July next.

PARTIES at Louisville are negotiating for the purchase of the Fawn, for the Upper Cumberland trade.

THE steamer Active was sold at Ironton last week for $1,600. Captain McClure and others were the purchasers.

THE packet Salt Valley left for Ironton with a splendid trip. The trade between these points is steadily increasing.

THE steamer Granite State, Captain Kerr, is expected to be on the Monongahela this week for Portsmouth and intermediate ports.

THE Nashville and Cairo Packet Company are now running five steamboats between Nashville and Clarksville, Paducah and Cairo.

LATEST from the Granite State the will arrive on Monday night and leave for Portsmouth on Friday at the usual hour. So says Commodore Kerr.

THE punctual packet Market Boy, Captain Porter, takes her departure at noon for Wheeling and intermediate ports. Passengers and shippers can rely on this.

THE Memphis *Appeal* says: Captain J. M. Chenoweth, formerly a well known steamboatman in the Cincinnati, Memphis and New Orleans trade, is in the city.

PARTIES in Buffalo, New York, have just launched a new steel built steam yacht, only 50 feet long, 10 feet beam, which runs at the rate of twenty miles an hour.

THE Madison *Courier* says that work has already been commenced on the new steamer for the Cincinnati and Pomeroy Packet Company at Captain Dan Mowrey's shipyard.

THE Cincinnati *Enquirer* says: Captain James Vandergrift has been suffering from the toothache for several days, and his starboard jaw is considerably swollen. He says, however, it is worth. Our horses have, with constant work, improved in condition. Captain Fred. Rice is now using it.

Yours, &c.,
R. W. STEADMAN.

PITTSBURGH, August 30, 1875.

For the past six weeks we have had our horses, twelve in number, on the most satisfactory roads, Gordon's Spice Food, supplied us by C. M. Harmer, Esq., of this city, and highly recommend its use to all who have the keeping of horses.

THE HOWE MALTINE COMPANY,
J. W. WHEELER, General Manager.

For descriptive pamphlet address
H. HARMER,
General Agent for Western Pennsylvania,
MTuWThF 29 Smithfield street, Pittsburgh.

WM. HOLMES.....JAMES IRWIN

JAMES IRWIN & CO.,

OIL OF VITRIOL, MURIATIC ACID,
NITRIC ACID, ESSENCE OF CAUSTIC SODA,
AND AQUA AMMONIA.
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ABSOLUTE DIVORCES OBTAINED from Courts of different States for desertion, &c. No publicity required. No charge until divorce granted. Address M. HOUSE, Attorney, 162 Broadway, N. Y.

DIVORCES LEGALL

CITY MATTERS.

For eighty-five cents per month the DAILY COMMERCIAL will be mailed to travelers or to subscribers who are temporarily absent from Pittsburgh. The address of the paper will be changed as often as is desired.

The Evangelical Alliance.

We have on hand a limited number of the extra edition of the COMMERCIAL containing the full proceedings of the Evangelical Alliance, copies of which can be had at our counting room, at five cents per copy.

Local Observations.

OFFICE OF THE OBSERVER, U. S. SIG. SERV., Room 23, First National Bank. PITTSBURGH, PA., November 29, 1875.

Time.	Bar.	Th'r.	Hum	WIND. Dir.	Force.	Weath.
7 A. M.	30 206	35	70	N.W.	Fresh.	Fair.
2 P. M.	30 354	29	69	N.	Fresh.	Fair.
9 P. M.	30.450	19	53	N.	Fresh.	Fair.

Mean barometer..30.369 Highest thermom....46
Mean thermom.... 24 Lowest thermom....19

Semple's Journal.

William Semple's *Ladies' Journal*, for December, is out, and the number is a capital one. It begins a new volume—the second year—and now is a good time to subscribe. The terms are fifty cents a year. Address William Semple, dry goods dealer, Allegheny City.

Baptist Social Union.

The Baptist Social Union for Pittsburgh, Allegheny and vicinity, will hold its fourteenth meeting this evening, at 7½ o'clock, in the Sandusky street church, Allegheny City. A portion of the evening will be occupied in discussing the subject, "How to promote a revival." The introductory address will be made by the Rev. J. S. Hutson. A good meeting may be expected.

The Fair at City Hall.

To-morrow is the day fixed for the opening of the fair at City Hall for the Home pathic Hospital, and we may safely say that many look forward to the event with unfeigned pleasure. Yesterday was occupied in erecting booths and tables, and to-day the work of decoration will go actively forward. Among the attractions the Japanese pagoda, which was so much admired at the Exposition, will occupy a prominent place. We again call attention to he request for contributions of every kind and description, and especially for the dinners and suppers.

Personal.

Mr. J. V. Cracraft, who has for several years been connected with the daily press of this city, latterly with the COMMERCIAL, has gone to Washington city for the winter. In his new quarters he will act as the regular correspondent of a number of journals in different parts of the country, the St. Louis *Evening Dispatch* among them, and as occasional writer for one or two in this city. He has a decided ability, the requisite energy, fine personal address and "a good nose for news," and will without doubt make his mark as a journalist and disseminator of news at that great political center.

Mother Stewart's Farewell.

We are informed by the managers of the Sunday evening temperance jubilee meeting that the attractions at the Academy of Music on next Sunday evening will be of more than ordinary interest. "Mother" Stewart, of Springfield, Ohio, will deliver a farewell address to the people of Pittsburgh on this occasion, prior to her departure for Europe. Since she has received a call from the Good Templars of London, to inaugurate a grand temperance movement there, "Mother" Stewart will be the guest of Mrs. S. B. Robison, 85 Isabella street, Allegheny, and will be pleased to receive her friends there, on Friday and Saturday of this week.

Beaver Jottings.

The venerable Rev. T. M. Hudson, some days since, delivered his memorable discourse at Beaver M. E. Church. Subject: "Fifty-four Years' Experience in Methodism." It abounded in graphic descriptions and incidents of early settlement in that section.

The widow of the late Rev. Franklin Moore, D. D., of Philadelphia, died a few day ago, and her remains were interred in Beaver Cemetery, alongside of her husband. Mrs. Moore was a brother-in-law of Chief Justice Agnew. Mrs. Moore was the daughter of the late Isaiah Wickersham, an old Pittsburgh merchant.

The delightful entertainment at College Hall Beaver, on Thanksgiving evening, by a large audience and a very handsome sum was realized for the college library. Mr. Jarley's wax work was very amusing and all the exercises were of a high order. The piano duets by Prof. Ford and Miss Hamilton, and Professors own composition, charmed every one who heard it. He is to assist Prof. Jackson at the concert the 8th of December, the close of the present session for which every one will be on the *qui vive*.

Real Estate Transfers.

PITTSBURGH, November 29, 1875.

The following deeds were recorded in the office of Ralph J. Richardson, Recorder:

Charles Lenig to David Hostetter, November 13th, 1875; lot on Allegheny avenue, Allegheny City, 67x145 feet.....$ 1 00
Thomas Morgan and wife to Fanny Morgan, Blair and wife to Fanny Morgan, October 2d, 1875; lot Monterey street, Allegheny City.....150 00
W. C. McBratney to Albert D. Jones, May 14th, 1875; lot Carey street, Thirty-second ward, Pittsburgh, 25x142 feet.....825 00
Sheriff Hare to William Whigham, November 29th, 1875; lot Petty street, Mc-Keesport, 142x104 feet.....3,746 12
Pittsburgh and Castle Shannon Railroad Company to George Eaton, June 12th 1873; lot Elm avenue, Baldwin township 150x150 feet.....600 00
Pittsburgh and Castle Shannon Railroad Company to George F. Easton July 1st 1874; lot Elm avenue, Baldwin township, Allegheny county, 150x100 feet.....2,850 00
Sheriff Hare to Enterprise Building and Loan Association, of McKeesport November 29th, 1875; lot Wilmot street, Borough of McKeesport 38x120 feet.....1,384 52
Joshua Sewickley to Mary E. Angell November 12th, 1875; lot Middle street, Pittsburgh, November 28, 1875.
borough of Sharpsburgh 9x42 feet.....2,750 00
Peter Rice to Patrick Mahon, September 18, 1875; lot on Norton avenue, Thirteenth ward, Pittsburgh, 40 feet.....$ 572
Joseph Clark to John E. White, July 11, 1873; lot on College avenue, Verona borough, 30 by 160 feet.....400
Philip Bolander to Conrad Goldstroke, November 26, 1875; lot in Elizabeth township, Allegheny county.....4,600
Harry W. Hitzwootz to Arabella L. Houston, June 26, 1875; lot in the borough of McKeesport, 38 by 100 feet.....1,600
N. P. Sawyer to George R. Mulholland, November 26, 1875; lot on Wylie street, Fourteenth ward, Pittsburgh, 40 by 100 feet.....900

COURT PROCEEDINGS.

United States District Court—Judge McCandless.

In the matter of Lawrence Sands, bankrupt, Pittsburgh, the election of J. McM. King, as assignee, was reported and approved.

W. L. Hawkins, bankrupt, Allegheny county. The election of S. M. McCormick, as assignee, was approved.

I. W. Grubbs & Co., debtors, Pittsburgh. The demurrer to the answer of Mary C. Montgomery overruled, the answer held to be insufficient, and the adjudication of the said Mary C. Montgomery refused.

Joseph L. Lytle & Co., debtors, Pittsburgh. An injunction was ordered to be issued against N. H. Van Winkle and Schloss & Heilbronner.

Jacob Shirk, bankrupt, Venango county. Leave granted bankrupt to amend his petition.

Beer & Stegmair, bankrupts, Luzerne county. The petition of John Richard, creditor, for the ascertainment and liquidation of an alleged lien, was referred to Register Willard for examination and report.

Benjamin H. Hook, of Baltimore, and Morgan R. Wise, doing business as Hook & Wise, Waynesburg, Greene county, filed a voluntary petition for the benefit of the bankrupt law.

Carrier & Baum, bankrupts. Adjudication in bankruptcy set aside, and creditors allowed to proceed under the amended bankrupt act.

Common Pleas No. 1—Full Bench.

A final decree of divorce was granted in the case of Enza Ann Foster vs. A. M. Foster.

In the equity proceedings of D. S. Sawyer vs. the Administrators of Wm. Phillips, deceased, and the Pittsburgh Coal and Mining Company, a final decree was made directing the transfer to plaintiff of 300 shares of the capital stock of the Pittsburgh Coal and Mining Company, held by the administrators; that the defendants account to plaintiff for dividends which have accrued on said stock since the death of William Phillips; that the bill be dismissed as to the company, and that the administrators pay the costs.

The argument list is now being called over in this court.

Common Pleas No. 2—Judges Kirkpatrick and White.

The cases of Gebhart Manch vs. Werner Krenzkamp, four in number, being *sci. fas.* on mechanics' liens, are on trial.

In the case of Clara Hassler, administratrix, vs. the North western Mutual Insurance Company, the jury found for the plaintiff the sum of $1,200, subject to a reserved question of law.

Armstrong Park vs. John Huckestein; action on a promissory note. On trial.

TRIAL LIST FOR TO-DAY.

Haimacher vs. Guenther; Barrett vs. Dunn; Hash vs. Economy Building and Loan Asso'n; Cassell vs. Hutchinson; Robertson vs. Smith; Gainsford vs. Pittsburgh and Connellsville Railroad; Edmundson vs. Starkler; Schaub vs. Gibbs; Bliss vs. Gwynn; Yex vs. Full; Ward vs. Pittsburgh Locomotive Works; Reed vs. Bell; Reed vs. Alvater.

U. S. Circuit Court—Judge McKennan.

The case of Shafor vs. The Pennsylvania Railroad Company is still on trial. The testimony for the defendants closing.

Quarter Sessions—Judge White.

The total number of felonies misdemeanors before this court, at the September term, which is about ended, was one hundred and eighty-eight, one hundred and thirty-seven of which were larceny, and one hundred and twenty-one assault and battery cases. Five hundred and forty-eight bills were before the Grand Jury, three hundred and forty-two of which were returned true bills, and two hundred and six ignored. In addition to this, sixty-seven surety and fifteen desertion cases were disposed of.

NATION TRUST COMPOSITION.

Report of the Register to the Court.

Register Harper, to whom the affairs of the Nation Trust Company were referred early in September last, presented his report in the matter to the United States District Court, yesterday of which the following is a summary —showing the number of creditors whose claims are over fifty dollars and unsecured, and the amounts, for the various steps in the proceedings of the Composition:

As shown by debtor's statement, viz:
Total number of creditors over $50..... 617
Judgment creditors.....37
Duplicates and settled.....16—43
574

Whole amount of liabilities.....$973,094 49
Am't of judgm'ts.$40,047 72
Settled, &c.....5,739 79 45,787 51—827,306 98
There were present and duly represented at the meeting, one hundred and ninety creditors, whose claims aggregated the sum of $580,498 28.

Of that number one hundred and seventy-six creditors, whose claims aggregated $525,126 85, signed the resolution.

The confirmation papers have been signed by three hundred and eighty-nine creditors, whose claims aggregate the sum of $831,011 96.

The resolutions accepting the debtors' proposition was, therefore, legally passed.

Mr. Schoyer stated that some forty others had also agreed to it, but owing to some informalities in the signatures, these had not been included in the Register's report, as it was thought unnecessary to delay the proceedings until the mistakes might be corrected.

The report was accepted and the usual orders made in pursuance thereof.

COUNCIL PROCEEDINGS.

Representation in Select Branch—The Matter Re-committed—More Street Ordinances—Resolutions on Death of Vice President Wilson.

A regular meeting of Pittsburgh councils was held yesterday afternoon, but not a great deal of business was transacted. In Select there was a lively discussion on the question of reducing representation.

SELECT BRANCH.

This branch was called to order by the President, Dr. A. H. Gross, and the first business brought up was the order of the day, being the draft of an act relating to and for the purpose of

REDUCING REPRESENTATION IN COUNCIL.

The document has already been published in the COMMERCIAL in full.

Some discussion took place and there appeared to be a difference as to the cut of terms of members now or hereafter to be elected. The proposed act is intended to cut off nine months of the term of those already elected to take their seats in January, 1876, for two years. There appeared to be a general opinion that there are too many members of Select Branch and that the number should be reduced, but there was difficulty as to how the change can be made. Objections were strongly made to section 2. It being claimed that the power of changing ward lines should not rest with Councils.

Mr. Holliday moved to strike out section 2, which was seconded.

Mr. Dawson said that the section was incorporated so that the representation in Councils may hereafter be further reduced by the consolidation of small wards. He did not think it could be done otherwise.

Mr. N. P. Sawyer made a strong argument against any change in the number of members. He held to the maxim that in the multitude of counsellors there is safety, and that a large number of members could not be "handled" so easily as a few.

Dr. Gross, Mr. Braun in the chair, argued for reduction for the chief reason that business would be expedited. He suggested that the Legislature be asked to pass a law providing that no election for members be held until 1877, thus dropping the election of February next.

Mr. Littell argued that the select or conservative body should be less, numerically than the common or popular branch.

After some further discussion,

Mr. Doyle moved to refer the whole matter back to the committee.

Mr. Sawyer moved to indefinitely postpone, and the ayes and nays were ordered, resulting in ayes 21, nays 20, so that Mr. Sawyer's motion was declared lost.

The question now recurred on the motion of Mr. Doyle to recommit, and upon this Mr. Bruce argued that before doing so the second section should be stricken out.

RECONSIDERATION.

Mr. Doyle's motion was sustained by a vote of 23 to 22, and so announced by Dr. Gross, who just then resumed the chair. Mr. Braun moving it when the count had just been concluded, not announcing any decision.